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RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

JANUARY 28, 1952

UNIVERSITY
FEB 1952
TRANSPORTATION

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BALDWIN-
Westinghouse

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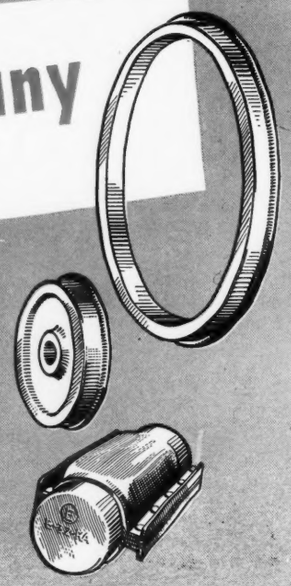

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ROLLED STEEL TIRES

DRAFT GEARS

Vol. 132, No. 4 January 28, 1952

RAILWAY AGE

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Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
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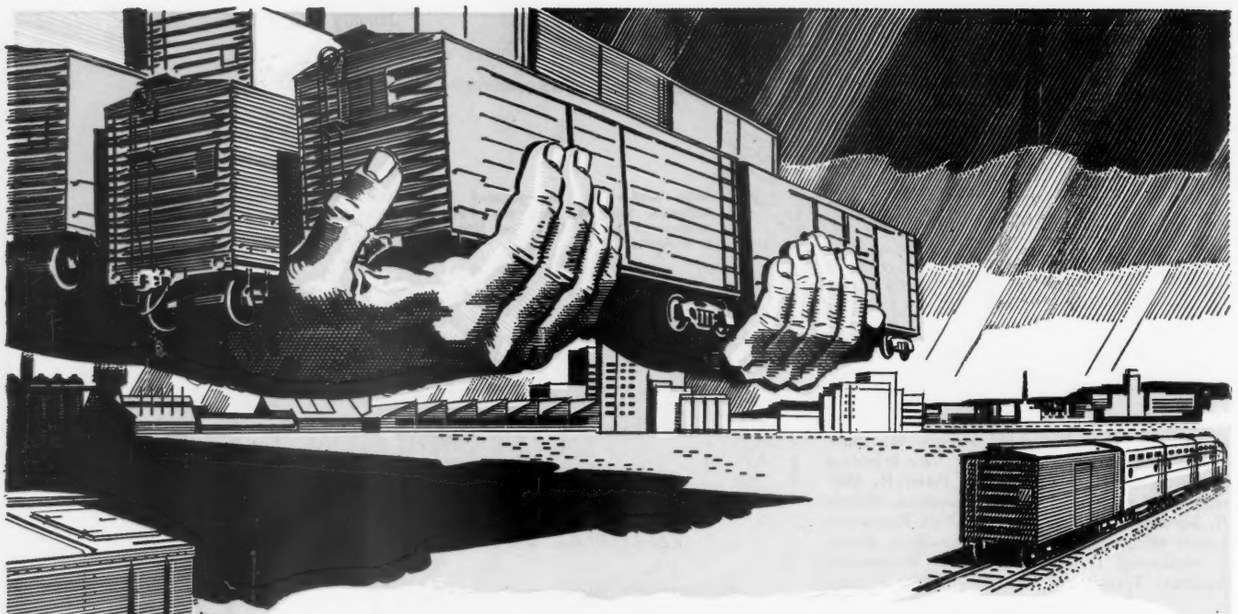

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. . . in <u>one</u> year!

with "UNION" C.T.C. saving 17,498 freight train miles

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3. Saved 17,498 freight train miles per year.
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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY
SWISSVALE, PENNSYLVANIA
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CURRENT RAILWAY STATISTICS

Operating revenues, eleven months
1951 ..... $ 9,487,977,087
1950 8,545,280,558

Operating expenses, eleven months
1951 7,392,178,948
1950 6,413,820,619

Taxes, ten months
1951 1,101,000,143
1950 1,041,182,757

Net railway operating income, eleven months
1951 807,862,943
1950 925,024,752

Net income, estimated, eleven months
1951 543,000,000
1950 662,000,000

Average price railroad stocks
January 22, 1952 ..... 57.41
January 23, 1951 ..... 57.29

Car loadings, revenue freight
Two weeks, 1952 1,355,537
Two weeks, 1951 1,445,442

Average daily freight car surplus
January 19, 1952 10,689
January 20, 1951 4,922

Average daily freight car shortage
January 19, 1952 4,494
January 20, 1951 20,722

Freight cars delivered
December 1951 8,458
December 1950 5,700

Freight cars on order
January 1, 1952 123,947
January 1, 1951 124,489

Freight cars held for repairs
January 1, 1952 95,425
January 1, 1951 93,840

Net ton-miles per serviceable car per day
November 1951 (preliminary) 1,035
November 1950 1,017

Average number railroad employees
Mid-December 1951 1,243,095
Mid-December 1950 1,277,119

WEEK AT A GLANCE

In This Issue . . .

INDICATIVE OF THE RAILROADS' CONTINUING EFFORTS to provide better equipment—and thereby better service—are the 2,000 new refrigerator cars for Pacific Fruit Express, described on page 29, and the new a. c. electric locomotives being tried out by the Pennsylvania, some of which are described on page 36. The search for better equipment and better methods isn't confined, however, to rolling stock—it extends even to such unromantic objects as filing cabinets, as is evidenced by the North Western's freight claim department's use of "rocking" cabinets (page 41).

A NEW LINE for the U. P. from Cheyenne, Wyo., 42 miles west to Dale Creek, to be built this year at a cost of $16 million, topped last week's domestic railroad construction news. But a U. S. Steel subsidiary is building a 90-mile line in Venezuela, and there's a lot of activity in Mexico. Developments in the equipment field included a U. P. inquiry for 2,600 freight cars, an Erie order for 42 diesels, Transportation Corps orders for 89 hospital cars, and a number of freight car orders, for from 10 to 500 units.

VIGOROUS EFFORT to improve the quality of railroad performance by internal changes which are not hindered by politics or by regulation must, if the industry is to be prosperous and successful, go hand in hand with the continuing attack on unfriendly regulatory and political surroundings. Internal and external change are, in fact, complementary and not antagonistic to each other, says our leading editorial (page 27). Also outlined therein are some of the points where internal change would be most beneficial.

THE VOICE OF AMERICA might do a lot worse than broadcast to the world the story of the E.J.&E.'s new "labor camp" at Gary, Ind.—a permanent dormitory-commissary building with sleeping, eating and recreational facilities for 130 men (page 32). This adjunct of a "soulless corporation" would, we'll wager, seem like seventh heaven to the poorly housed, inadequately fed, inmates of "labor camps" in the "workers' paradise" behind the iron curtain.

In Washington . . .

CONTINUING HEARINGS in Ex Parte 175 and in the union shop cases, and President Truman's budget message—all duly reported in the news pages—overshadowed most other transportation news from Washington last week. But there was one little noticed feature of

WEEK AT A GLANCE

the budget message which merits special mention (page 14)—the President's declaration that air transport should soon begin to pay "user charges" for "its fair share of the cost of federally-provided facilities." The idea may or may not bear much fruit financially, but it is at least official recognition of the fact that mail pay isn't the only subsidy the air lines have been enjoying.

ANOTHER ALMOST OVERLOOKED bit of news was the I. C. C.'s authorization for the Atlantic Coast Line to sell over $22 million of bonds without competitive bidding. The Chicago & Western Indiana is reportedly seeking a similar exemption on $52.5 million, on the same ground advanced by the A.C.L.—that the public market for rail bonds is "uncertain." What better evidence could there be of the fact—repeatedly emphasized by this paper—that adverse political policies have made it virtually impossible for the railroads as a whole to obtain the new capital they must have to continue to provide efficient service under private ownership?

IT ISN'T GOOD NEWS to anybody that present steel allocations will permit construction of less than 63,000 freight cars in this year's first nine months—only 70 per cent of the minimum requirement of 90,000. More power, therefore, to such groups as the Atlantic States Shippers Board, which—while severely critical of railroad service—is going to bat to get more steel for more cars.

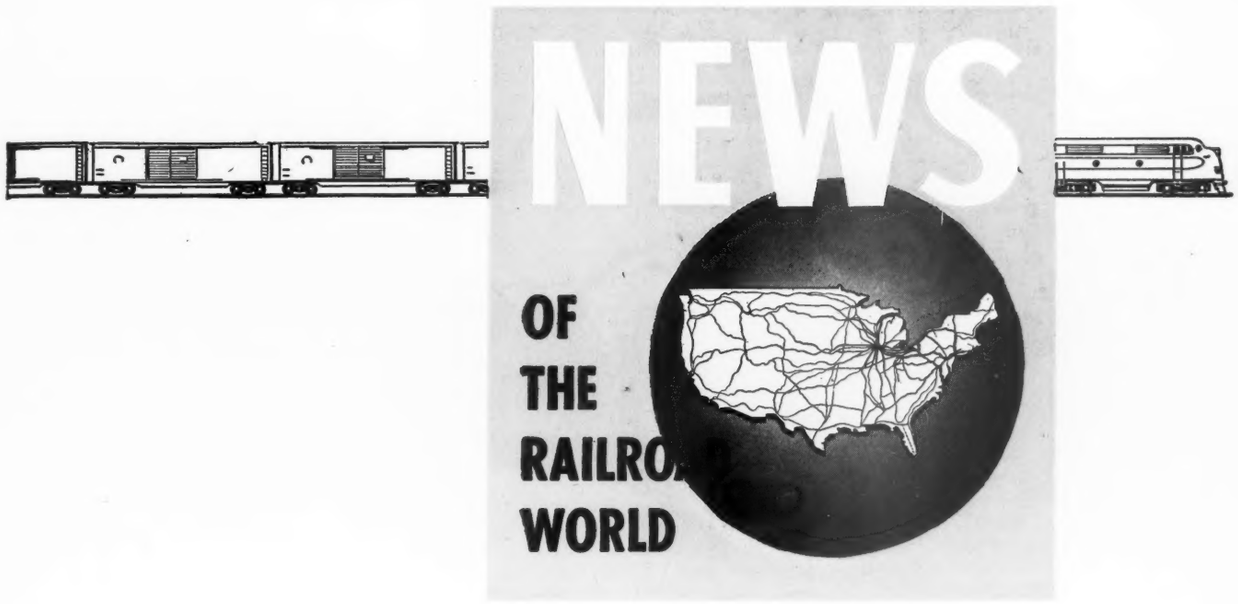
E. V. RIPPINGILLE, JR., (above), president and general manager of General Motors Diesel, Ltd., is now serving, "on loan," as director of the Aircraft Division of Canada's Defense Production Department. While with the Dominion government, Mr. Rippingille will continue as president of G.M.D., but the general managership has been assumed on an acting basis by John W. Brophy. Mr. Rippingille has been with General Motors for 20 years and during World War II directed manufacture of the "pancake" diesel engine used to power submarine chasers and patrol vessels.

. . . And Elsewhere

RAILROAD FREIGHT MOVEMENT of approximately 660 million ton-miles, and net income of about $750 million, was forecast for 1952 by Saul A. Smerling, railroad editor of Standard & Poor's Corp., in a January 18 talk to the New York Society of Security Analysts. Mr. Smerling based his estimates on the assumptions that the railroads would be allowed some increase in rates, but that traffic would be only slightly above 1951 levels, with decreased movement of civilian goods about offsetting increases in military business. The railroads, Mr. Smerling said, "held their own" against the trucks in 1951, for the first time since the end of World War II, and expressed the opinion that they would continue to do so this year.

WHEN IT PAID ITS REGULAR QUARTERLY DIVIDEND of 75 cents and a special year-end dividend of 50 cents a share last December 26, the American Brake Shoe Company completed 50 years of continuous payment of common stock dividends. The company was incorporated as a railway supply company in 1902, but today only about half its sales are to railroads, the rest going to a broad segment of general industry.

BECAUSE IT CAN BE IMPORTANT, even though it may not be pleasant, to know what other people are thinking, we reprint, without comment, the following excerpt from the December issue of American Business magazine: "The railroad campaign against trucking is absolutely medieval in its concept, and the entire railroad industry, by sponsoring the attacks on trucking, has left the gates wide open for an enlightened public information campaign by the truckers which will win good will right and left. Even though some of the accusations by the railroads may be true, the way they stage their fights against trucking is a return to the policies of railroad men who have been in their graves for a generation."



Budget Proposes '53 Outlays For I. C. C. and Other Agencies

Proposed appropriations totaling $11,778,000 for the Interstate Commerce Commission, $1,130,000 for the National Mediation Board and National Railroad Adjustment Board, and $690,000,000 for the Railroad Retirement Board are included in the budget for the fiscal year ending June 30, 1953, which President Truman submitted to Congress on January 21.

The budget also anticipates that the Defense Transport Administration will require a fiscal 1953 appropriation of $2,800,000 on the theory that it will continue in existence under proposed legislation to extend the Defense Production Act. Other proposed appropriations include $452,000,000 for the Bureau of Public Roads, $161,741,499 for the Civil Aeronautics Administration, and $286,675,000 for the rivers and harbors work of the Army's Corps of Engineers.

On the budget's list of items "proposed for later transmission" to Congress is a "supplemental appropriation of $20,000,000 to initiate construction of the St. Lawrence project." A resolution approving the project would have to be adopted before such an appropriation would be considered.

The $11,778,000 which the budget proposes for the I.C.C. compares with appropriations totaling $11,301,535 provided for commission activities during the current fiscal year. Most of the funds provided for the commission are now lumped under "general expenses," for which the budget proposes $9,975,000, compared with $9,503,935 for the current fiscal year.

Outside the "general expenses" grouping are I.C.C. appropriations for "railroad safety" and locomotive inspection. For these activities, the budget proposes appropriations of $1,042,000 and $761,000, respectively. The former would be $2,000 less than the fiscal 1952 appropriation, while the latter would reflect an increase of $7,400 above the $753,600 which the Bureau of Locomotive Inspection has for the current fiscal year.

The $1,130,000 proposed for the Mediation and Adjustment boards compares with $1,132,243 provided for the current fiscal year. The former figure includes $138,000 for arbitration and emergency boards; and $422,000 and $570,000 for salaries and expenses of the Mediation and Adjustment boards, respectively.

The $690,000,000 proposed for the Railroad Retirement Board is an estimate of the tax revenue to be collected under the Carriers Taxing Act. For the Retirement Board's administrative expenses under the Railroad Retirement Act during fiscal 1953, the budget estimates that $6,307,000 will be required. These administrative funds come out of the payroll-tax collections, the remainder of the $690,000,000 going to the Railroad Retirement Account in the Treasury.

The Retirement Board will also have an estimated $11,680,000 during fiscal 1953 for administration of the Railroad Unemployment Insurance Act. That act provides that taxes collected thereunder in an amount equal to 0.2 per cent of taxable payroll shall be available for administrative expenses.

The $452,000,000 proposed for the Bureau of Public Roads includes $400,000,000 for the federal-aid highway program, $30,000,000 for access roads, $21,000,000 for forest highways, and $1,000,000 for the Inter-American highway. The bureau's appropriations for the current fiscal year total $360,224,621, including $325,000,000 for the federal-aid program, $21,000,000 for forest roads, $3,000,000 for the Inter-American highway, $1,500,000 for access roads, and $3,000,000 for grade-crossing elimination and protection work.

The latter cashed in on authorizations for crossing work which were made before legislation providing for the present federal-aid highway program was enacted. Separate appropriations for crossing work are not required under that program which permits use for such work of up to 10 per cent of funds made available for highways.

$161.7 Million for Aviation

The $161,741,499 proposed for the Civil Aeronautics Administration includes $85,047,000 for operation of the federal airways system, $26,500,000 for the federal-aid airport program, $21,141,499 for establishment of air navigation facilities, and $2,000,000 for air navigation development work. C.A.A. appropriations for the current fiscal year have totaled $164,449,528,

Acme

THE S.P.'S SNOWBOUND STREAMLINER "City of San Francisco" was finally dug out of windswept Emigrant Canyon, Cal., on January 19, after having been stalled amid 40-ft. drifts for over a week (*Railway Age*, January 21, page 51). The above picture was taken when railroad and outside forces first reached the train. Later the locomotive was almost completely covered by another snowfall. The Southern Pacific announced that through freight and local passenger service were resumed over the route on January 19 but that, because additional snow was falling in the area, through passenger trains were to continue detouring until January 23. A spokesman for the road told *Railway Age* that the train appeared to have suffered little damage other than that wrought to the interior of the passenger cars by snow and moisture. He added that service on the S.P.'s San Francisco-Los Angeles coastal line, which had been affected by floods, was restored to normal on January 19

including $80,654,113 for operation of the federal airways system, $28,700,000 for the federal-aid airport program, $22,500,000 for the establishment of air navigation facilities, and $1,874,562 for air navigation development work.

The $286,675,000 proposed for rivers and harbors work of the Army engineers compares with fiscal 1952 appropriations totaling $193,657,613. The former figure includes $172,156,300 to be spent on "multiple-purpose" projects and $114,518,700 for navigation projects.

Airway User Charges Proposed by Truman

Budget message says subsidies to air lines should be cut

The air transport industry "should begin in the near future to bear its fair share of the cost of federally-provided facilities through a system of airway user charges," President Truman said in his annual budget message which went to Congress on January 21.

The President also indicated his approval of steps taken by the Civil Aeronautics Board "to reduce or eliminate [air-mail] subsidies wherever possible." The air line industry, "as a whole," the message said, "has now reached a stage of development where it needs less government support than in former years, and this subsidy should be curtailed."

His proposal for a system of airway user charges should be adopted "as an important further step in the direction of financial independence" of the air lines, Mr. Truman also said. Meanwhile, he recommended that subsidy payments be "completely separated from payments for carrying the mail." That would give Congress and the public a "full opportunity to evaluate" the subsidy payments, the President explained.

At the same time, Mr. Truman used the budget message as a vehicle to carry again to Congress his call for approval of the proposed agreement with Canada for construction of the St. Lawrence seaway and power project. "If there has ever been a water resource project with great strategic benefits, it is the St. Lawrence development," the message said.

As to river and harbor projects in general, the message had said previously that this program would be held "to a low level" in fiscal 1953. As to the government-owned Inland Waterways Corporation, operator of the Federal Barge Lines, the message recommended that Congress "consider promptly whether to relax the statutory conditions which now limit sale of the Corporation or whether to appropriate sufficient funds to permit the line to be rehabilitated."

Although he said that a need "clearly exists for a high level of road improvement," the President went on to assert state and local governments "must continue to assume the primary responsibility for financing such construction."

"Under present circumstances," the message continued, "the federal government should concentrate its highway aid on those projects of national interest which are most urgently needed for defense and essential civilian transportation."

Views on Subsidy

In discussing his budget proposals for merchant-marine activities of the government, the President expressed his general view that all subsidies should be direct payments. He said:

"Whenever the Congress finds that public policy requires government assistance in any field, it should provide that assistance directly through appropriations and not indirectly through preferential tax measures. Such tax provisions generally fail to distribute the assistance where it is most needed and where it will produce the best results. Moreover, they provide concealed benefits which are exempt from the annual scrutiny the Congress normally gives appropriations. Because they are concealed, these benefits are difficult to reduce or to eliminate when the need for them no longer exists."

Also included in the message's "Transportation and Communication" section was the President's comment on the postal service's fiscal affairs. He was "seriously concerned about the excessive levels to which the postal deficit has risen," he said. His discussion of increases in the operating costs of the service included reference to the raise in railroad mail pay which was approved last year by the Interstate Commerce Commission.

The President went on to recommend that rates be increased for those postal services which have been producing deficits. He added that rate-increase proposals would be submitted to Congress by the postmaster general. The parcel post deficit for fiscal 1953 was estimated at about $125 million.

The railroad retirement system was discussed by the President in the "Social Security, Welfare, and Health" section of his message. The amendments to the Railroad Retirement Act which were enacted last October raised benefits of persons already covered and extended the coverage to additional beneficiaries, the message noted.

"These amendments," it added, "were enacted by the Congress as a first step toward improving the railroad retirement system. Much more remains to be done if we are to give railroad workers and their dependents adequate protection on a sound financial basis.

I am glad that the Congress adopted a resolution providing for a comprehensive study of the railroad retirement system, its benefits and financing, and its relationship to the old age and survivors insurance program."

The President's discussion of last summer's floods in Kansas and Missouri closed with a renewal of the recommendation he made at that time—"for the enactment of legislation to supplement private facilities by establishing a federal flood insurance system." The recommendation called for an appropriation of $50 million to create a flood insurance fund. Also, the President urged Congress to "consider legislation authorizing federal programs necessary to. . .compensate individuals and business firms for property damage arising from enemy attack."

Present Allocations Permit Nine Months Production of Only 62,851 Freight Cars

Only about 62,851 freight cars will be built during this year's first nine months unless there is an upward revision of steel allocations recently announced for the second quarter, Chairman Arthur H. Gass of the Car Service Division, Association of American Railroads, said in his latest review of "The National Transportation Situation."

Mr. Gass pointed out that the nine-months production will come out of allocations for last year's fourth quarter and this year's first two quarters. This is because the 90-day "lead time" required by the car shops creates a situation wherein each quarter's allocation is reflected in the following quarter's production.

Last year's fourth-quarter allocations contemplated the production of 25,868 cars, while the allocations for this year's first and second quarters contemplated outputs of 19,983 cars and 17,000 cars, respectively. Permission has been granted for the construction of up to 2,000 cars in excess of this 62,851 if it can be done by substitution of materials or balancing of inventories, Mr. Gass noted.

The C. S. D. chairman also presented a box score on the car builder's performance during 1951's last nine months. The figures showed that the production during that period of 77,137 cars reflected an 88.1 per cent performance, the allocations involved having contemplated the construction of 87,600 cars. "It is understood," Mr. Gass said, "that the difference of about 10,500 cars . . . is accounted for almost entirely by steel which the car shops did not receive."

Other equipment data included in the report showed that the Class I roads increased their ownership by about 34,000 cars in 1951 raising it to 1,751,731. To accomplish this, despite the fact that they received 36,000 fewer new cars than had been contemplated by the 10,000-a-month program, the railroads reduced retirements to what Mr. Gass called "the subnormal level of 50,146," the lowest for any year since 1945.

Appraising equipment conditions by types of cars, the C. S. D. chairman reported that, as of January 21, there were some shortages of hoppers in Central Freight Association and Midwestern territories, while shortages of gondolas were being reported "by all principal railroads." Requirements for plain flats for agricultural-implement loading were "holding up," and military demands for these cars were increasing. As to special-type flats, the "limited ownership" was still "not adequate to protect without delay the large number of orders for such cars."

Meanwhile, some areas were reporting surpluses of covered hoppers, the period covered by the reports having been the off-season for cement loading. Total loadings of covered hoppers were nevertheless running ahead of the January, 1951 loadings.

While he reported that the box-car supply was "relatively easy" as compared with the situation a year ago, Mr. Gass warned that this afforded no basis for complacency. "Present indications," he added, "point toward increased demands for cars for the transportation of numerous commodities requiring box car equipment."

As for stock cars, demands were being met, and Mr. Gass anticipated no difficulty in meeting foreseeable future demands. As for refrigerator cars, there have been conditions of "tight supply" and a few "spot shortages." The railroads "are making every effort to increase the flow" of reefers "to the areas where they are needed."

Mr. Gass' figures on freight car per-

BRANCH LINE EXPERIMENT—*The Canadian National has assigned this newly modernized three-car motor train to service on two different secondary lines in Ontario. The lead unit of the train is a rebuilt diesel rail car in which has been placed a new 400-hp. 12-cylinder Caterpillar diesel engine. Baggage facilities take up all floor space behind the engine compartment. The matching trailer units, also throughly modernized, furnish R.P.O. space and accommodations for 44 passengers. A daily assignment for the train includes a run from Hamilton to Allandale, thence a round trip to Meaford and ultimate return to Hamilton—a total of 287 miles, all in local service—with one man in the cab*

formance showed that the November, 1951, average of net ton-miles per serviceable freight car per day was 1035. This compared with 1098 for the previous month, the high of 1951's first 11 months. The November, 1950, figure was 1017.

Reports from 729 cities in various shipper-board districts indicated that cars detained beyond the free time of 48 hours averaged 15.42 per cent of those placed in December 1951. This compared with 15.04 per cent for the previous month and 16.31 per cent in December, 1950. The average detention for last year's 12 months was 14.74 per cent, compared with 1950's 19.29 per cent.

Better Earnings Basis of Railroad Plea at I.C.C.

The need for earnings which will enable railroads to perform their defense role, and prepare for any emergency, was emphasized last week when Dr. J. H. Parmelee, vice-president of the Association of American Railroads and director of the Bureau of Railway Economics, testified in the Ex Parte No. 175 hearings.

The railroads' freight traffic volume in 1951 was the second greatest of any peacetime year in railroad history, but despite this high traffic level and despite substantial progress in operating efficiency, the estimated rate of return on net investment was only 3.66 per cent, Dr. Parmelee reported.

Dr. Parmelee was among the series of witnesses rounding out the railroad presentations. These were concluded last week, and the hearings recessed until February 18. At that time, shipper groups will begin presenting their side of the case. Oral argument has been scheduled to begin February 25.

The hearings are being conducted by Division 2 of the Interstate Commerce Commission. As noted in *Railway Age* of January 21, page 11, the rail carriers are requesting an increase which would raise present freight rates by about 7.2 per cent over-all.

Others who appeared in support of the railroad case included six more presidents and four witnesses who testified on the financial position of the railroads in today's investment market.

Revenue, Cost Changes

The statement and exhibits by Dr. Parmelee were designed to bring up to date his previous estimates of traffic, earnings and expenses for 1951-2. His figures are based on 31 "representative" railroads, expanded to a Class I basis.

Principal changes which have occurred recently include the following: Escalation wage increase of four cents an hour on January 1, 1952; the I.C.C. amortization accounting order of December 21, 1951; further increases in material prices; and an increase in the payroll tax rate for retirement purposes, effective January 1.

Since 1949, when the railroads received their last permanent increase in freight rates, operating costs have increased $1,166,920,000 on an annual basis, Dr. Parmelee said. In contrast, freight rate increases since 1949 will produce only about $564,000,000 a year in added revenue, he said.

If the rate increase sought by the carriers in this case were authorized, net railway operating income for 1952 would be $1,208,000,000, net income would be $899,000,000, and the rate of return on net investment would be only 4.59 per cent, Dr. Parmelee continued.

Even this rate of return—"modest as it is"—assumes the higher rates would become effective as of January 1; that they would apply to both intrastate and interstate traffic as of that date; and that no new increases would occur in 1952 in either wages or material prices, he added.

Declining earnings in recent years have left their mark on the railroad's working capital, Dr. Parmelee stated. From December 1946 to October 1951, net working capital fell by more than 70 per cent, while at the same time, outstanding equipment obligations increased 192 per cent.

"The Present Danger"

"The danger in the present situation is, of course, that the railroads in the future will not be able to obtain funds from working capital and may find it difficult to finance new equipment obligations to the same extent as in prior years of the postwar period," he said.

President C. McD. Davis of the Atlantic Coast Line, who testified January 18, told Division 2 that higher traffic volume has not provided a solution to the railroad's financial problems. The remedy, he said, is in application of higher transportation charges.

In 1951, the Coast Line was forced to curtail expenditures for improvement and maintenance in order to halt a serious drain on working capital, Mr. Davis said. A "drastic, even alarming" depletion of railroad cash resources has occurred, he said, because of the narrowing spread between expenses and revenues.

Harry A. DeButts, president of the Southern, told the commissioners that a level of freight rates and charges in keeping with present wages and prices is necessary if railroads are to go forward with their modernization programs.

Since last May, the Southern has placed orders for $18,495,000 worth of diesel-electric locomotives and freight cars, Mr. DeButts reported. How soon orders for other needed equipment can be placed depends entirely on the amount of money available for that purpose, he declared.

President Wayne A. Johnston of the Illinois Central testified that the only alternative to a freight rate increase for his road is reduced employment and deferment of needed improvements.

The I. C. in 1952 should make capital expenditures of $31,280,000, but without a rate increase the road cannot and will not make such expenditures, he said. These expenditures are needed to keep the I. C. in condition to meet normal and defense needs, Mr. Johnston said.

President Robert S. Macfarlane of the Northern Pacific told Division 2 that higher taxes and increased operating expenses in 1952 will reduce net railway operating income of the N. P. by approximately $2,000,000, even though traffic remains at the 1951 level.

"In the case of the N. P., the request for the remainder of the requested 15 per cent increase in rates and charges is certainly well justified. It would yield the company net railway operating income of only $20,014,000, which would represent a return on investment of only 3.14 per cent," he said.

C. A. Major, president of the Lehigh Valley, spoke of the savings his road will realize from 100 per cent dieselization, which was completed in September 1951.

Even so, earnings still fall substantially below 6 per cent on net investment, he declared.

Current railroad earnings are not only inadequate to allow them to prepare for a possible reversal in business, but are inadequate even to make the improvements required to bring about further economy and efficiency of operation, Mr. Major said.

President Earl T. Moore of the Jersey Central described the "self-consuming process" that occurs when a railroad must sell property to provide funds for meeting capital expenditures and debt retirement requirements.

"It must be obvious to anyone that such a course cannot be pursued very long and still operate a railroad," Mr. Moore declared. He said cash available for capital expenditures on the J. C. Lines in 1952 will fall short of requirements by a wide margin unless there is a further increase in freight rates. This shortage, he added, will have to be made up out of funds on hand from previous sales of capital assets.

David A. Hill, a consultant on railroad investments; A. M. Massie, executive vice-president of the New York Trust Company; J. Harvey Wilkinson Jr., vice-president of the State-Planters Bank & Trust Co. of Richmond, Va., and Dr. Herbert B. Dorau, professor of economics of New York University, testified generally that low railroad earnings have reduced investor confidence in railroad securities.

Edwards Confirmed For Mediation Board

The Senate on January 22 confirmed President Truman's reappointment of Leverett Edwards to the National Mediation board for a new three-year term expiring February 1, 1955. The nomination had been reported favorably on the previous day from the Senate committee on Labor and Public Welfare.

Mr. Edwards is the board's chairman for the current fiscal year which will

end June 30. He has been a member of the board since April, 1950, when he succeeded Frank P. Douglass, who had resigned.

Hearing in Union-Shop Case Continued

F. B. Whitman, president of the Western Pacific, Daniel P. Loomis, chairman of the Association of Western Railways, and John J. Sullivan, manager of personnel of the Southern Pacific, were railroad witnesses at the union-shop hearings subsequent to those reported in last week's issue. The hearings, being held in Washington, D. C., are before the emergency board appointed by President Truman to investigate disputes arising out of demands of the 17 non-operating unions for working agreements with union-shop and dues check-off provisions.

Mr. Whitman told the board that the existence of the union shop in other industries "does not of itself prove that it is right." Without the union shop and the dues check-off, he said, union officers have to depend upon the service they render to hold and increase their membership; and they have to recognize the rights of minority groups in their unions.

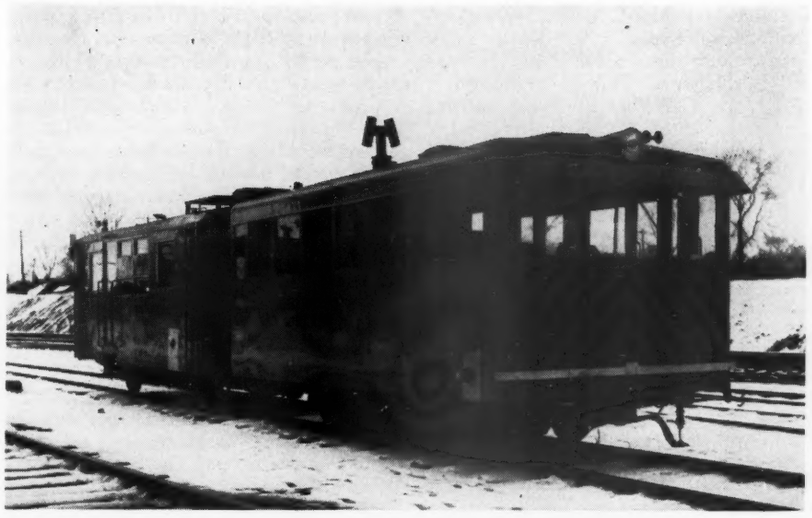
The W. P. president disputed the unions' claim that union-shop contracts are essential to guarantee the unions' security and increase their strength. The railroad unions, he asserted, have "substantially increased their strength and membership over the years."

Mr. Loomis said that the "non-op" leaders are seeking to gain "at one stroke" more power than union leaders in any other industry. He also referred to the "history of compulsory unionism," saying that it "leaves no question or doubt but that the hazards of arbitrary and despotic action—hostile to the interests of the employees, employers and the general public—outweigh any legitimate advantage of the union shop."

Mr. Loomis went on to assert that the uniform agreements demanded in the present cases "would deprive the employes of their most effective means of controlling the policies of their unions and the acts of their local and national officers, that is, the right to withdraw their support and memberships." The A. W. R. chairman proceeded to explain that dissatisfied members of a union holding a union shop contract "frequently find that the right to dislodge the union management or to vote for another union to represent them is an impractical and ineffective right."

As for the safeguards provided in the Taft-Hartley Act for employees generally, Mr. Loomis pointed out that they are not applicable to railroad employees. And, he added, they are not provided in the union-shop contracts demanded by the "non-ops."

Mr. Sullivan also referred to the lack of safeguards of the Taft-Hartley variety. As he put it, the agreements demanded would be "far more restrictive" than could be entered under that law. (See *Railway Age* of December 17, 1951, page 14, and January 21, page 17.)



A NEW RAIL FLAW DETECTOR CAR of the Sperry type, placed in service by the Great Northern, is expected to effect a considerable increase in efficiency and mileage of rail testing. Powered by a 109-hp. Caterpillar D318 diesel engine, six generators provide power for the various units of the testing equipment. The car body, running gear and brush assembly were built to the railway's specifications by the Gibson Manufacturing Company, Seattle, while the diesel engine and chain drive assembly were planned by the railway in cooperation with the Wm. H. Ziegler Company and the Link-Belt Company. All testing equipment was installed by the Great Northern in its St. Paul Shops

R.E.A. Seeks New "Interim" Relief In Ex Parte 177

The Railway Express Agency last week asked the Interstate Commerce Commission for more "interim" relief in Ex Parte No. 177 — but the request apparently arrived one day late.

The previous afternoon the commission handed down an order denying the agency's request for reconsideration of the Ex Parte 177 decision. It was while this request was being considered that the R.E.A. wanted "interim" relief. Denial of the request thus seemed to render academic the plea for such relief.

In its request for additional relief, the express agency asked permission to boost first and second class rates by six cents per shipment. It said a January 1 escalator wage increase for its employees, amounting to four cents an hour, will cost $4,108,000 a year.

The proposed six-cents-per-shipment increase would yield an estimated $3,870,000 in annual revenue, the R.E.A. said. It asked authority to place the increase in effect on one day's notice, on the prima facie showing made in its petition.

The commission's denial of the reconsideration plea was on the ground that insufficient time had elapsed in which to appraise the effect of rate increases authorized last October (*Railway Age*, January 21, page 18).

On January 24, the I.C.C. authorized the Railway Express Agency to go ahead and publish, on 30 days' notice, the 6-cents-per-shipment surcharge requested by the agency on January 17. The commission said this authorization does not constitute final approval, and the surcharge will be subject to possible suspension before it becomes effective.

I.C.C. Launches Probe Of N. S. "Practices"

The Interstate Commerce Commission has instituted upon its own motion an investigation "into and concerning the management, accounting, financial and other practices" of the Norfolk Southern. The investigation is docketed as No. 30980, and hearings will be held before Examiner O. L. Mohundro at Washington, D. C., on March 24.

The commission's order was dated January 14 and made public January 22. It stipulated that the investigation will be an inquiry "particularly as to expenditure of carrier funds for purposes not necessary to honest, economical, and efficient operations. . .in order to determine the manner and method in which the business of such [respondent] corporations have been conducted with a view to the making of such report and such order or orders as may be appropriate. . . ."

Respondent corporations are the Norfolk Southern Railway Company; Norfolk Southern Bus Corporation; Norfolk Southern Warehouse Company; North Carolina Warehouse

Company; Princess Anne Power Company; and Euclid Development Company. Individual respondents include P. B. McGinnis and J. T. Kingsley, chairman of the board and president, respectively, of the N.S.; and other officers and directors of the respondent corporations.

Long Island to Ask "Cent a Day" Fare Increase

The Long Island will ask a "small increase" in fares, amounting to about one cent a day for commuters and one cent a ride on one-way tickets, to cover the added cost of the four-cent-per-hour wage increase granted to most of its employees on January 1, under escalator clauses in wage contracts.

In announcing the proposed increase in a January 17 talk at Smithtown, N. Y., William Wyer, trustee of the L. I., presented two alternative methods of operating the railroad "at a profit sufficiently high to attract new capital and permit the improvements which are needed to give first-class service to the people of Long Island." One alternative, Mr. Wyer said, involves further fare increases; the other involves rigid economies, including abandonment of unprofitable lines. He emphasized that he had come to no conclusion on either alternative, pending completion of some of the many studies which the railroad has under way or planned. One of these, he disclosed, is a study of "the best pattern for passenger fares to attract as much business as possible to our railroad from our competitors."

Mr. Wyer expressed the opinion that an increase of about 11 per cent in present fares would give the L.I. sufficient funds to pay currently its taxes and debt interest, while an increase of about 26 per cent would provide a return of 5¾ per cent on its entire investment and would be sufficient, in his opinion, to attract necessary new capital. He emphasized, however, that such increases might not be necessary to obtain the desired result, provided sufficient economies and tax reductions could be achieved.

Truman Renews Request For St. Lawrence Project

President Truman's economic report to Congress on January 16 contained a renewed plea for the St. Lawrence seaway and power project. The President also asked Congress for new taxes and for a two-year extension of the Defense Production Act.

The report was principally a review of the defense buildup, and a preview of the "harder job ahead." It was against this background that the President urged Congress to "provide for certain urgently needed development projects, particularly the St. Lawrence seaway and power project." He said the power development is needed to support expansion of production, and it should be started "now."

As to taxes, the President recalled that in 1951 Congress passed a tax law which added to revenues only about one-half the amount requested. In view of a prospective deficit approaching $16 billion in fiscal 1953, he said Congress should, as a minimum, provide new tax revenues to make up where the 1951 law fell short.

The President's State-of-the-Union message went to Congress January 9. In this message, also, the President reviewed defense preparations, and said the nation should be "over the hump" by 1953.

Among other things, he said the country must keep on building "essential highways and taking other steps that will assure an adequate transportation system."

Congress reconvened for the present session January 8. Since this is not a "new" Congress, legislation that was introduced during the 1951 session remains pending.

"What About Railroads' Future?"—Fraser Asks

Railroad supply men in Chicago were asked to give more serious consideration to problems confronting the railroad industry, when Donald V. Fraser, president of the Missouri-Kansas-Texas, told the railroad supply group of the Union League Club on January 18 that:

"The question looms large in the minds of railroad managers as to how much longer they can sustain, under present conditions, a continuing heavy program of capital improvement. The situation confronting the railroads becomes more precarious when we consider the possibility of even a slight recession in the volume of business, the continuing rise in wage rates, and the almost certain ill effects of the inflationary spiral . . . Railroad management can gain little comfort from the knowledge that the threatening financial condition of the railroads has *not* been caused by any lack of courage in furthering improvement plans or to a lack of

THE RAILROAD RETIREMENT ACT

HIGHLIGHTS • • •

Before and After-- the 1951 Amendments

PROVISION	BEFORE	AFTER
	Retirement Benefits	
Service requirement.	Any amount of railroad service assured employee of annuity at age 65.	Employees must have at least 120 months of service in all cases. The credits of employees with less than 10 years transferred to SSA.
Service and compensation after age 65.	Service and compensation creditable through end of year in which employee reached age 65.	All service and compensation after 1936 is creditable, regardless of the employee's age.
Benefit for wife or husband.	No provision.	A benefit for employee's wife or dependent husband, when eligible, equal to one-half of employee's benefit up to $40.
Social security minimum.	No provision.	Total benefits under the RRA and SSA guaranteed to be at least equal to the total amount which would be payable to employee and his family if his railroad service after 1936 were creditable under SSA.
Restriction on dual benefits under RRA and SSA.	No provision.	A retirement benefit, if based in part on service before 1937, is reduced by any SSA old-age insurance benefit to which employee may be simultaneously entitled, but not below the amount payable on the basis of railroad service after 1936.
	Survivor Benefits	
Service requirement.	No minimum service needed (except insofar as minimum quarters of coverage were required) as long as employee had a current connection.	Employees must have at least 120 months of service and a current connection.
Benefit for widower.	No provision.	A monthly survivor benefit for a dependent widower at age 65 on the same basis as a widow.
Social security minimum.	No provision.	Total benefits under the RRA guaranteed to be at least equal to the amount that would be payable under SSA if railroad service were credited as social security employment.
Social security employment work restriction.	Monthly survivor benefits not payable for month in which beneficiary earned $25 or more in SSA employment.	Monthly survivor benefits not payable for month in which beneficiary earns $50 or more in SSA employment.

technological progress developed by the manufacturers of railroad equipment and by railroad operating experts."

Mr. Fraser warned the supply men not to let their vision be "veiled by an abundance of traffic created by war and defense activities, and by the coincidence of startling improvements in railroad equipment." He said these circumstances have "merely kept our heads above water — and they are circumstances on which we cannot depend for future prosperity. . .The fundamental and basic ills plaguing the railroads are still with us.

"It is no accident that railroads are selected first for nationalization by socialistic and communistic regimes. Control of railroads is indispensable to economic planning in a large scale. Government ownership of railroads places private industry and agriculture at the mercy of the state. The addition to railroad workers, and eventually, workers in other kindred fields, to the government payroll tends to insure perpetuation of political power.

"Railroad management *must* be given greater leeway and incentive in adjusting their prices to meet the rapidly changing economic conditions of our country. Without such incentive, there is danger that railroad management, and business men generally, may lapse into the devitalizing pattern pursued by the British which led to their recent socialistic experiment."

Mr. Fraser forecast "monumental troubles" for the railroads if there is a serious recession in business. "It can be equally serious," he said, "in the not-distant future, if the Interstate Commerce Commission does not soon act favorably upon the railroads' request for higher freight rates, or if there are renewed demands for wage increases."

Railroad Employment Down In November and December

Railroad employment, according to the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission, decreased by 1.2 per cent—from 1,258,137 to 1,243,095—between mid-November 1951 and mid-December. This followed a 1.08 per cent decrease—from 1,271,809 to 1,258,137 — between mid-October and mid-November. The mid-December and mid-November totals were 2.66 per cent and 2.42 per cent, respectively, below the corresponding months of 1950.

The index of employment, based on the 1935-1939 average as 100, was 123.7 for December, compared with 122.2 in November, 120.6 in October, and 127.1 in December 1950.

December employment was below that of November in four of the seven groups, the largest drop having been in the maintenance of way and structures group, down 5.12 per cent. The largest of the increases in the other three groups was 1.96 per cent in the group embracing transportation employees other than those in train, engine and yard service.

As compared with December 1950, there were also four decreases and three increases. The largest decrease was the 6.28 per cent drop in the maintenance of way and structures group, while the largest increase, 1.33 per cent, was in the group embracing executives, officials and staff assistants.

November employment was above that of October in two groups—maintenance of equipment and stores, up 0.19 per cent, and transportation employees in train and engine service, up 0.13 per cent; and below October in five groups, the largest decrease being 5.36 per cent in maintenance of way and structures.

As compared with November 1950, November 1951 employment showed three increases and four decreases. The highest increase, 1.67 per cent, was in the executives, officials and staff assistants group. Decreases ranged from 7.37 per cent in the maintenance of way and structures group to 0.77 per cent for train and engine service employees.

Canada to "Step Up" Rate Equalization

A stepped-up program for equalizing freight rates in different parts of Canada has been outlined by the Board of Transport Commissioners.

Under the plan the board expects to have a tentative equalized rate scale drawn up in the next few months. It will subject this scheme to counry-wide criticism and suggestion in a tour of Canada and then, with its experts, will draw up a final plan as quickly as possible. Parts of the plan will be implemented as they are decided upon, without waiting for the whole to be completed. While the board set no deadline, there appeared good prospect that segments of the "jigsaw puzzle" of rates might find their place in the equalization structure before the end of the year.

Chief Commissioner Kearney indicated that in equalizing class rates the board hopes to strike a balance between the higher western scales and the lower Ontario-Quebec levels.

Canadian Unions Move For "Interim" Wage Boosts

Canadian railway unions are trying —so far without success—to enlist the government's aid in their drive to get "interim" wage increases before their current contracts expire. Government officials, however, are reported to have given the leaders of about 125,000 rail workers a strong indication that the cabinet does not intend to take a hand in union-company bargaining.

The chiefs of 17 international and Canadian unions put their case before Labor Minister Gregg and other officers after being turned down by the railways in their request for increases to meet rises in living costs since the contracts went into effect September 1, 1950. The agreements do not expire until September 1 next, but for several months past the unions have been trying unsuccessfully to get the railways to allow them temporary increases pending negotiation of new contracts late in the summer.

The unions have not put forward any specific amount of increase, but told government conferees that increases in the cost-of-living index since the signing of the contracts would be the equivalent of a wage increase of 17 cents an hour.

Atlantic Board Will Talk To Wilson on Freight Car Steel

At its 28th annual meeting, held at Philadelphia January 16 and 17, the Atlantic States Shippers Advisory Board castigated railroads for "serious deterioration in service"; voted to send a committee headed by W. W. Weller, board president, to talk with Defense Mobilizer C. E. Wilson on the need for more freight cars; and heard Ralph C. Champlin, vice-president, public relations, of the Pennsylvania, talk on "getting across" to the "coach passenger" the fact that, despite adverse eco-

News Briefs . . .

. . . A Milwaukee fireman who snatched a two-year-old boy from the path of a moving freight train at Winona, Minn., last April has been awarded a bronze medal by the Carnegie Hero Fund Commission. Harold R. Sumner, of Minneapolis, the fireman, was in the cab of a locomotive moving in the opposite direction. He sighted the child when the oncoming freight was some 300 feet away. Descending from his cab some 20 feet from the child, he stumbled, recovered and sprinted to the other track. He grasped the child when the other train was only 10 feet away and lunged to the side, barely clearing the train. A native of Minneapolis, Mr. Sumner, 27, has four children of his own—all girls.

. . . The Union Pacific's 1952 advertising campaign will continue to feature, in addition to conventional freight and supplemental advertising, dining car service advertisements based on "the dinner of the month." This advertising, handled by the Caples Company, is based on a natural color photograph of a selected food each month. The program has elicited considerable favorable comment from shippers, packers and producers of foodstuffs.

. . . The 410-ft. sister car ferries now under construction for the Chesapeake & Ohio's trans-Lake Michigan service will be named Spartan and Badger, in honor of Michigan State College and the University of Wisconsin, respectively. The Spartan has been launched, but in order that the christening can be held at a more favorable time of year, formal ceremonies were deferred until spring when, according to schedule, the Badger also will be ready for launching.

nomic conditions, privately managed railroads are serving the country better than could any authority-operated system.

Both H. H. Pratt, general traffic manager of the Crucible Steel Company and chairman of the board's executive committee, and R. A. Cook, manager of the traffic department of the American Newspaper Publishers Association and chairman of the board's carload transportation committee, told board members that railroad service has "slumped alarmingly" since the board's last meeting. Furthermore, said Mr. Pratt, the executive committee does not think the railroads are paying any attention to the board's suggestions for improvement. He suggested that shippers keep sending their complaints about poor service to the proper committees, which would follow through with the railroads to see that something is done to improve the situation.

P. M. Shoemaker, vice-president, operations, of the Delaware, Lackawanna & Western, and chairman of the board's railroad contact committee, said bad weather, extremely heavy extra passenger traffic (which necessitated diversion of freight power to passenger service), some manpower shortages, and longshoremen's strikes in New York, all had affected quality of rail services. But where service is bad, he declared, rail managements are going to "pull out all the stops" to get it back on a satisfactory basis.

C. R. Megee, vice-chairman of the Car Service Division of the Association of American Railroads, said railroad efficiency is increasing all the time. In 1951, for example, car miles per car per day increased five per cent, and net ton-miles per car per day eight per cent, over 1950. There are today 58,000 more cars available than when the Korean war began. However, the C.S.D. man stated, allocations of steel for freight cars in the second quarter of 1952 are discouragingly low, while both grain and coal are expected to make, this year, larger demands on the tight car supply than they did last year. Mr. Megee asked shippers to load and unload promptly and to load in accordance with car service rules.

Railroad Needs Not "Bunk"

Following Mr. Megee's talk, C. J. Goodyear, traffic manager of the Philadelphia & Reading Coal & Iron Co., told board members he had heard that Defense Mobilizer Wilson has never seen or heard of the many resolutions from advisory boards and other groups, asking that railroads be allocated enough steel to build 10,000 freight cars per month. Mr. Goodyear suggested that a committee from the board call on Mr. Wilson to inform him that railroad needs, as expressed by A.A.R. President W. T. Faricy, are not "bunk," and that railroads and many industries are loading and unloading many cars on Saturdays.

F. B. Dugan, traffic manager of the Eastman Kodak Company and chairman of the board's l.c.l. committee, said l.c.l. service in the territory is not satisfactory, particularly as to delivery. Most shippers would not mind too much, Mr. Dugan said, if freight was delivered one or two days after arrival, but too many shipments are not being delivered for four, five or more days.

Mr. Dugan said his committee recognizes that larger volumes of l.c.l. would make possible more through cars, which would lead to better service, and cited the fact that the "Griffin Plan," at Waterbury, Conn., has increased tonnage forwarded from that station and procured better service for shippers. A similar plan, he said, is under consideration by shippers at Rochester, N. Y.

He also conceded that shippers are partly to blame for some l.c.l. service deficiencies, because they do not take advantage of through car service when it is set up by the carriers; this frequently causes carriers to cut off some services because of poor patronage. To increase l.c.l. tonnage, Mr. Dugan's committee again urged the railroads to consider establishing volume rates on l.c.l., and making joint through rates with common carrier truckers. In response to the railroads' plea for shippers to leave more l.c.l. routings open, Mr. Dugan said this committee is not convinced that railroad routing of open shipments is giving shippers better service than when they route their own freight.

Reach the Coach Passenger

Mr. Champlin, speaking on public relations for the railroads, said:

"The railroads need public understanding and we need it soon. Without public support there is little reason to be optimistic about our hopes to change the present trends in time to avoid public . . . instead of private . . . managements for most if not all railroads. Today the railroads face the brutal fact that they have got to win their argument for the freedom of private management to operate at a profit, or nothing else they do will matter. We are going to convince people that private capital offers the best deal for everyone or we are going to lose our chance to argue.

"The typical citizen must be convinced that privately-managed railroads serve him well, and better than any type of authority control could ever serve him, and the typical citizen rides the day coach, the bus and his private automobile. We must pay a lot of attention to the people who ride the day coaches, for how they get treated and what they think is vital to our existence."

Mr. Champlin said further that he had never met a group of men who, in their day to day activities, demonstrate more clearly that they know their jobs and tackle their problems "with all the ingenuity and sincerity of which they are capable." Nevertheless, he said, railroad men tend to "hide their lights under bushels," not realizing, apparently, that one frequently gets as much credit for trying something as for actually accomplishing it. He added that, in their efforts to get public understanding, the railroads must talk in the language of their audiences, and not in their own highly technical terms.

All present officers of the board were

STENCILS FOR A DOUBLE CENTENNIAL—In the year 1852, in a group of small buildings in what is now Michigan City, Ind., a handful of Haskell & Barker workmen painstakingly experimented with construction of wooden freight cars and came up with a practical vehicle. The same year, on October 10, in nearby Chicago, the first train of the Chicago & Rock Island steamed its way over 40 miles of new line to Joliet. Today, Haskell & Barker (absorbed into the Pullman-Standard Car Manufacturing Company) and the C. & R.I. (now the Chicago, Rock Island & Pacific), are both at the threshold of a second century of service. On the above PS-1 box car are two special stencils heralding the centennial of both organizations. The car is part of an order for 2,000, 200 of which were painted by the Sherwin-Williams hot-spray enamel process (*Railway Age*, December 10, 1951, page 67)

reelected for another term. The April 16-17 meeting will be held at Hotel Roanoke, Roanoke, Va., and the September 24-25 meeting in the Mark Twain Hotel, Elmira, N. Y.

Freight Car Loadings

Loadings of revenue freight in the week ended January 19 totaled 747,662 cars, the Association of American Railroads announced on January 24. This was an increase of 4,905 cars, or 0.7 per cent, compared with the previous week; a decrease of 32,088 cars, or 4.1 per cent, compared with the corresponding week last year; and an increase of 128,499 cars, or 20.8 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended January 12 totaled 742,757 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 12

District	1952	1951	1950
Eastern	130,037	142,145	116,190
Allegheny	154,879	159,055	126,565
Pocahontas	61,501	63,287	44,692
Southern	135,947	140,222	114,811
Northwestern	81,514	84,207	71,804
Central Western	118,459	128,669	101,583
Southwestern	60,420	65,430	53,898
Total Western Districts	260,393	278,306	227,285
Total All Roads	742,757	783,015	629,543
Commodities:			
Grain and grain products	54,105	57,195	46,789
Livestock	9,835	10,611	11,264
Coal	168,495	168,774	114,583
Coke	16,561	15,950	11,592
Forest products	44,034	50,227	33,085
Ore	17,989	17,128	12,716
Merchandise l.c.l.	67,512	79,828	76,562
Miscellaneous	364,226	383,302	322,952
January 12	742,757	783,015	629,543
January 5	612,780	662,427	505,753
Cumulative total 2 weeks	1,355,537	1,445,442	1,135,296

In Canada.—Car loadings for the period ended January 14 totaled 77,977 cars, compared with 62,176 cars for the period ended January 7 and 78,708 cars for the week ended January 15, 1951, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 14, 1952	77,977	35,229
January 15, 1951	78,708	34,308
Cumulative totals for Canada:		
January 14, 1952	140,172	64,348
January 15, 1951	141,233	65,522

Pre-cooked Frozen Meals For Rock Island Diners

In a move designed to lower costs and reduce its dining car losses, the Chicago, Rock Island & Pacific will introduce completely pre-cooked, quick-frozen meals on certain of its dining cars about February 1. Merle J. Reynolds, manager of dining cars, explained to members of the press at a pre-inaugural demonstration that use of this new type of food service is expected to permit lower menu prices without loss of variety. The service will be introduced on the "Peoria Rocket" and the "Des Moines Rocket" and gradually extended to other trains on the system.

The new preparing and handling system is based on use of individually packaged, portion-size servings. The quick-freeze treatment will be extended to the greatest possible number of items on the menu—even including such items as salad, bread, and pastries.

All food will be prepared, cooked and quick-frozen in the Chicago commissary under the supervision of a trained home economist and a master chef. Dining cars will be equipped with deep-freeze lockers for storing the pre-cooked food, and special warming ovens for heating it to serving temperature.

U.S. C. of C. Announces Results of Cleveland Poll

A poll of varied interests concerned with transportation, taken by the Chamber of Commerce of the United States, discloses that changes in national transportation policies are believed necessary to strengthen the nation's transportation system.

The poll was taken at the chamber's Mid-West Transportation Conference held at Cleveland in mid-December. (*Railway Age*, December 24, page 34.) It shows, the chamber has revealed, that those attending that conference support these proposed policies:

Establishment of a single national transportation agency, answering directly to Congress, to handle all government regulatory and promotional functions — 69 per cent affirmative vote.

Discontinuance of the practice by government representatives, other than regulatory agencies, of appearing in rate cases — 87 per cent.

Collection of higher fuel and registration taxes to obtain increased highway construction and maintenance funds — 52 per cent.

Wider latitude for railroad managements in rate making — 79 per cent.

Withholding of federal funds for airport construction where airports are used mostly for local flying activities — 80 per cent.

Liquidation of the Federal Barge Lines — 94 per cent.

State rather than federal regulation of motor vehicle sizes and weights — 62 per cent.

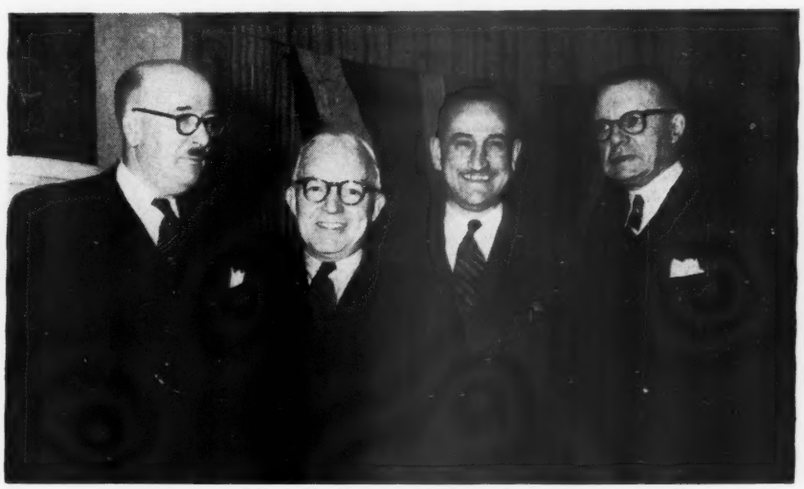
Of the 350 voting in the poll, 53 per cent were carrier representatives, 30 per cent shippers, and 17 per cent other interests. Their opinions, the chamber reports, are "almost identical" with conclusions reached on similar subjects in a vote taken at an earlier conference in Atlanta, Ga.

Printed copies of proceedings of the

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ending January 19 were announced by the Association of American Railroads on January 24 as follows:

	Surplus	Shortage
Plain Box	2,069	1,602
Auto Box	765	15
Total Box	2,834	1,617
Gondola	965	1,572
Hopper	922	752
Covered Hopper	268	12
Stock	2,302	17
Flat	564	213
Refrigerator	2,539	173
Other	295	138
Total	10,689	4,494



JOHN EATON, second from left, above, general purchasing agent of the Canadian Pacific, was elected president of the Canadian Railway Club, Montreal, at its 48th annual meeting, on January 14. The club's new officers include, in addition to Mr. Eaton, J. S. McGowan, director of colonization and agriculture Canadian National (left), first vice-president, and C. Niderost (second from right), assistant secretary, C.P., second vice-president. R. C. Johnston, assistant vice-president, C.N., and retiring president of the club, is at the right

conference are being sent to all those who attended it, and also may be obtained from the chamber's Transportation and Communication Department, Washington 6, D. C., at $1 per copy.

Fowler Heads N.P.A.

Harry H. Fowler has been appointed administrator of the National Production Authority. He succeeded Manly Fleischmann, who resigned to devote his full attention to his other position of administrator of the Defense Production Administration.

Mr. Fowler had been deputy administrator of N.P.A. since September 1951. During World War II he was assistant general counsel of the War Production Board.

New York Central Tries Pre-cooked Tray Meals

The New York Central on January 16 inaugurated a new, low-cost dining service on its "Upstate Specials" between New York City and Albany. Specially prepared menus feature "Magic-Trays" — pre-cooked, quick frozen meals complete on one platter — at prices approximately one-third below traditional dining car meals.

Luncheon and dinner entrees are served on sectional, metal platters. The meal is served on a plastic tray which has special spaces for beverage glasses and dessert dishes. If the experiment proves successful, use of the "Magic-Trays" will be extended to some other trains.

Passengers select dinners from a list of entrees which includes meat balls with spaghetti en casserole, individual chicken pot pie, baked filet of haddock, and swiss steak with mushroom sauce. Chilled tomato juice or cream of celery soup precede the main course. Assorted fruits in syrup or ice cream, with coffee, tea or milk, follow. A selected list of a la carte items is also available.

Competitors to Be Notified In Motor Acquisition Cases

Effective February 4, applicants will be required to notify competitors of the filing of applications with the Interstate Commerce Commission for authority, under section 5 of the Interstate Commerce Act, to purchase, lease, consolidate, merge, contract to operate, or acquire control of motor-carrier operations. This was announced in a notice issued by I.C.C. Secretary W. P. Bartel.

Issued along with the notice was a form (Form BMC-15A) prescribed by the commission for use in carrying out the requirement.

Six RRs Certified as "Excellently Managed"

Six railroads were among 298 industrial concerns which received certificates of management excellence from the American Institute of Management for the calendar year 1951. They were the Atchison, Topeka & Santa Fe, the Chicago, Burlington & Quincy, the Illinois Central, the Norfolk & Western, the Southern Pacific and the Union Pacific. All except the Illinois Central had received similar awards for 1950 (*Railway Age*, January 15, 1951, page 244).

The awards, made "in recognition of achievements in 10 management functions," are given annually by the institute on the basis of its continuing study of some 3,000 companies. The institute itself is a non-profit organization, headquartered in New York and supported by company or individual memberships, for research into corporate policies and procedures.

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WHEN A NEW CHAPTER OF DELTA NU ALPHA, national transportation fraternity, was recently established at Fort Worth, Tex., officers of the neighboring Dallas chapter and of three railroads participated in the ceremonies. As shown above, they were (seated, left to right): John W. Hunter, assistant traffic manager, Magnolia Petroleum Corporation, president of the Dallas chapter; Davis Lambright, traffic manager, Sid Richardson Carbon Company, Fort Worth, president of the new Fort Worth chapter; E. J. Robinett, vice-president—traffic, Acme Brick Company, Fort Worth, first vice-president, Fort Worth chapter; and Wesley N. Hixson, assistant traffic manager, Sears Roebuck & Co., Dallas, president-elect, Dallas chapter; (standing, left to right): Fred H. Meyer, general agent, Alton & Southern, Kansas City, Mo., former western regional vice-president, Delta Nu Alpha; John W. Scott, vice-president in charge of traffic, Kansas City Southern Lines, Kansas City, western regional vice-president, District 1, Delta Nu Alpha; and John Y. Cassell, assistant general freight agent, Akron, Canton & Youngstown, Dallas, western regional vice-president, District 3, Delta Nu Alpha.

October Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of "steam railway" accidents for October and last year's first ten months. The compilation, subject to revision, follows:

Item	Month of October 1951	Month of October 1950	10 months ended with October 1951	10 months ended with October 1950
Number of train accidents*	937	933	9,044	8,190
Number of accidents resulting in casualties	59	60	452	419
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	86	101	974	1,027
Injured	87	104	867	993
Passengers on trains:				
(a) In train accidents:				
Killed	..	..	100	73
Injured	1	40	1,164	1,022
(b) In train-service accidents				
Killed	3	1	16	22
Injured	118	135	1,481	1,601
Travelers not on trains:				
Killed	1	..	6	5
Injured	58	66	585	607
Employees on duty:				
Killed	31	37	302	288
Injured	1,951	2,110	19,146	17,314
All other nontrespassers**				
Killed	160	183	1,332	1,315
Injured	534	549	4,789	4,775
Total—All classes of persons:				
Killed	281	322	2,730	2,730
Injured	2,749	3,004	28,032	26,312

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $275 or more to railway property in 1950. Beginning January 1, 1951, this minimum was raised to $300. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	150	170	1,205	1,216
Injured	370	360	3,244	3,255

ON "INTERNAL" IMPROVEMENTS

There is always the danger—when circumstances, such as those now prevalent, require railroad managements to draw attention to their regulatory and political troubles—that emphasis will be unnecessarily diverted from the solution of internal problems, which need no legislative or regulatory cooperation to solve. The temptation always exists—with railroad men, as well as everybody else—to become highly specialized in the kind of problems which get their interest and action. Some railroad men, especially the less orthodox, incline to the opinion that complaining about the manifest inequalities of rate regulation and competition which is subsidized by tax funds is a waste of effort; and others are induced by the slowness of regulatory reform to say "What's the use?" to almost any improvement that may be proposed.

Actually, an attack on unfriendly regulatory and political surroundings, and vigorous effort to improve performance by steps which are not hindered by politics or regulation, are complementary to each other and not antagonistic. The campaign to get more freedom from regulatory restraints and to curtail unwarranted political favors to the competition is essential, for the same reason that the thrifty farmer gets rid of the rats under his corn crib. But even the complete annihilation of the rats won't fill the corn crib; and complete elimination of railroad regulation and of subsidization of rival forms of transportation would not, of itself, guarantee either railroad prosperity or cessation of traffic losses.

No Lack of Self-Criticism

Whatever faults may be fairly attributed to the account of railroad managements—unwillingness to engage in self-criticism is not one of them. In fact, it may well be doubted whether the leadership of any other enterprise in the country—industrial, educational, political, ecclesiastical or what-have-you—is as energetic in exploring its own shortcomings as railway managements are.

Much of this criticism, for good and sufficient reasons, is "off the record," but some of it can and should be recorded to stimulate further discussion—without, of course, the intrusion of personalities.

Some of the directions in which a good many railroad men themselves are dissatisfied with the progress the industry as a whole is making are:

Development of dependably fast freight service from all origins to all destinations. While most if not all large-volume service from large producing districts to points of concentrated consumption seems to be relatively satisfactory and often excellent, interline movement where shipments are not in large volume or are irregular, is sometimes unbelievably slow. Some railroads are intensively surveying their origin-to-destination performance, with an eye to correcting the weak spots—an activity which might be widely emulated throughout the industry.

Attention to yard and terminal costs and yard and terminal detention. There being no accepted and widely publicized indices for yard and terminal performance—comparable to the indices which quickly reveal improvement in line-haul operations—the natural human tendency is to focus attention on that side of the performance which will gain the spotlight, to the neglect of that which doesn't. Some railroad men contend that the yard facilities and location for maximum efficiency with diesels vary from those well adapted to steam, in the same degree that repair and servicing facilities differ for the two kinds of power.

"Value of service" considerations in rate-making are impracticable in a regime of competition and the effort should be made to put all movement very largely on a cost-plus-fair-profit basis. Those who insist upon this view contend that rates higher than the cost-plus-fair-profit basis lead to diversion of traffic to rival agencies of transportation—while rates on a lower basis (perfectly justifiable if demonstrably necessary to hold the traffic) were originally offered for developmental purposes, primarily on movement of raw materials, in the belief that the railroads would recoup such charitable operations from the hauling of the finished products. Instead, the finished products now, too often, move by truck—while the railroads are still saddled with their developmental charities. Railroad men whose thinking takes this tack are, not infrequently, "multiple-carload-rate" men and advocates of sliding-scale reductions for heavier carloads. "Since our heavy costs come in yard and terminal operations," these men argue, "why not

minimize these costs by sharing 50-50 the savings with those shippers who will modify their operations to reduce yard and terminal handling?"

Getting supervisory forces to identify their interests more closely with those of their employers, and persuading employees through their organizations to take a more enlightened view of the industry's economic problems. Managements which have most carefully studied these two problems understand that they are not separable. The employees are not going to learn anything in the way of basic economics until the lessor is first learned by supervisory forces and these, it will be found, will acquire the desired knowledge by example more effectively than by precept.

Perdiem and hot boxes. Perhaps the less said in print about these two highly controversial issues, the better—when space is not available to deal exhaustively with all sides of the questions. It should be sufficient to record here that not many railroad men can be found who would contend that either situation is not susceptible to some improvement.

Many Roads to Improvement

Mechanization of paperwork. There is a wide range in the intensity of application of machine methods to the prompt and economical production of required records. Some road-to-road comparisons on size of clerical forces in relation to the paperwork load might be enlightening—always bearing in mind that the goal is the prompt and economical provision of tools for active managerial "control," and not merely the minimizing of expenditure. One road with higher expenses for paperwork, if the product is actively useful, may be doing a better job than another road with a lower outlay, but with figures of value only for "post mortems."

"Screening" new employees. Some railroads have installed scientific methods to prevent the permanent employment or promotion of people who are substandard in intelligence, behavior, or allegiance to country.

Selecting and training future managements. One well-known railroad executive of long experience made it the policy on his road a good many years ago to "have three men qualified for any likely vacancy of importance." While the practice of moving from road to road is, undoubtedly, of educational value—it certainly cannot be defended as the only or main reliance for filling vacancies. The management which does not carefully select and train candidates for a reasonably high ratio of its likely vacancies can scarcely be credited with undue concern for the future, either of its own company or the industry as a whole.

The foregoing notes are not the "ivory-tower" lucubrations of the writer, but a report of only a selected few of the critical comments which have frequently come his way from railroad men themselves. Such self-criticism is wholly constructive, and no better evidence than it could possibly be offered of the essential health and vitality of this great industry. The point is that improvement along these and other "internal" lines cannot be the sole means of restoring the railroads to prosperity—the moth-eaten limitations of out-of-date regulation and the squandering of the public patrimony on rival transportation agencies must also be halted. The "external" and "internal" effort should proceed together—one hand washing the other.

A TRAINING AID NOT TO BE OVERLOOKED

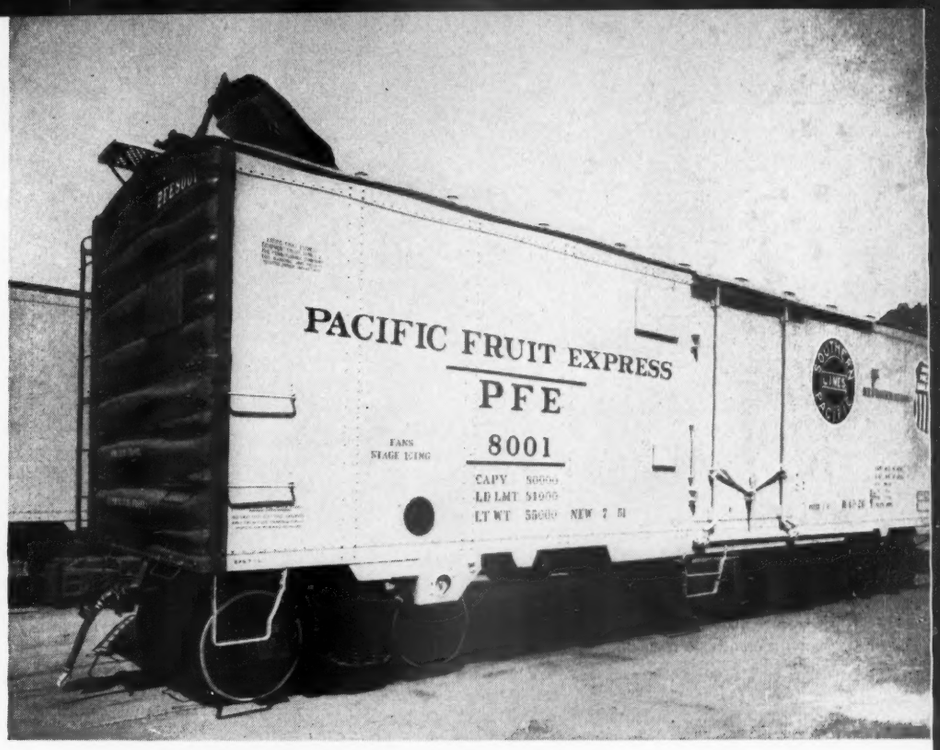
The educational function of a supervisor could be more adequately grasped by recalling the procedure of a training course for supervisors which was popular a few years ago. The course opened with a demonstration by the instructor of how to tie a knot with which the group was not familiar. The knot was first tied without explanatory remarks for the group to *see*. The rope was then put away, and the various steps necessary to complete the knot were described for the group to *hear*. Finally the rope was again brought forth, and the knot was tied with the instructor explaining each step as he went along. This time the group could both *see* and *hear* how the knot is tied, and each man could follow the procedure far more easily.

The demonstration emphasized what everyone present already knew but often failed to take advantage of, because the knowledge was buried in an obscure corner of his mind. That is, that the more of the learner's five senses that can be brought into play, the more he will gain from the information presented.

Anyone who doubts how much more readily information is absorbed by increasing the number of senses that can be utilized should visualize himself as a member of such a group and then do two things. First, imagine how long it would take to learn to tie a strange and complex knot by merely watching someone else do it silently, or by just having him repeat verbally the steps without demonstrating—then see if you don't think you could learn it better, more easily and more quickly if he explained the procedure while doing it.

Next, carry this line of reasoning one step further. Bring in the sense of touch. Visualize yourself tying the knot in a second rope while the instructor is tying and explaining the steps in the first rope. Would not the learning process be still easier, and time still less?

Most, if not all, will readily admit this is true. Yet in everyday operations, such as teaching an inexperienced mechanic how to do a job better, the advantage of calling into use as many of his senses as possible frequently is not attained simply because we forget this principle. Giving the memory a little prod every now and then to help keep this principle foremost in our minds seems a good idea during these times when training of personnel is of utmost importance.



New P.F.E. refrigerator car with hatch plugs raised

Heavily insulated steel-sheathed cars have sliding doors 6 ft. wide — Floor racks are composite wood and steel — Air is circulated by electrically driven fans

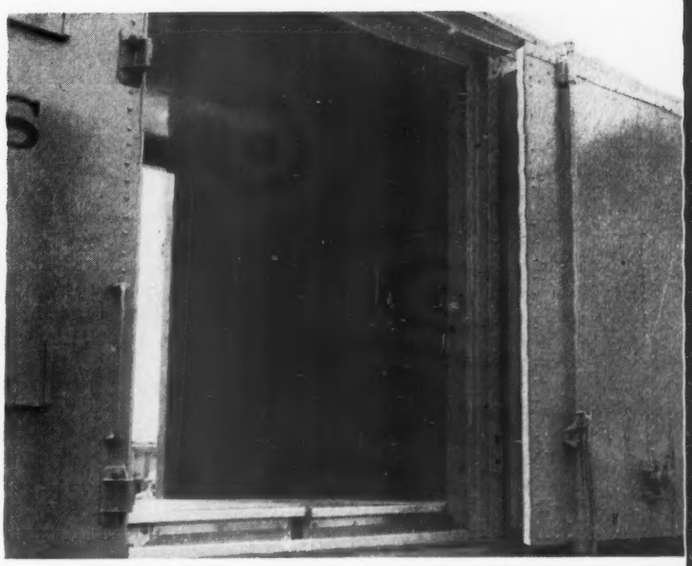
Pacific Fruit Express Builds 2,000 Refrigerator Cars

The Pacific Fruit Express Company now has under construction 2,000 steel-sheathed, wood-lined 40-ton refrigerator cars, Class R-40-26. At the end of 1951, 1,111 cars of this order had been turned out by the company's shops at Los Angeles, Cal., and Colton. When the order is completed, it will have added materially to the fleet of modern all-purpose cars operated by this company and, by replacing a considerable number of old worn-out cars, will have improved standards of service and reduced maintenance costs.

The cars are equipped for two-stage icing. They have sliding doors 6 ft. wide and composite wood and steel floor racks designed for pallet loading. Air-circulating fan equipment is of the new electric type developed by Preco, Inc., Los Angeles.

Inside dimensions of the new P.F.E. refrigerator cars are 33 ft. 2¾ in. long between bulkheads, by 8 ft. 3 in. wide, by 7 ft. 4½ in. high above floor racks, providing a cubic capacity between bulkheads and above floor racks of 2,022 cu. ft. The capacity of both ice tanks (chunk ice) is 11,500 lb., which is reduced to 6,500 lb. for stage icing. Trucks with long-travel springs (3 11/16 in.) and built-in friction snubbers are equipped with one-wear steel wheels and weigh about 6,600 lb. per truck. The light car weight, including trucks, is approximately 54,500 lb.

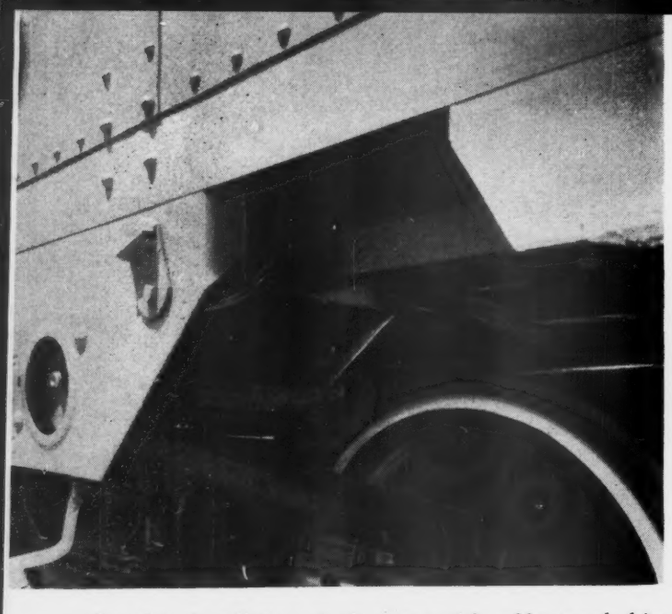
The car underframes are made of welded open-hearth steel by the Consolidated Western Steel Corporation. The superstructures are a combination of riveted and welded construction. Steel sheathing and framing were furnished by Youngstown Steel Door Company. Standard



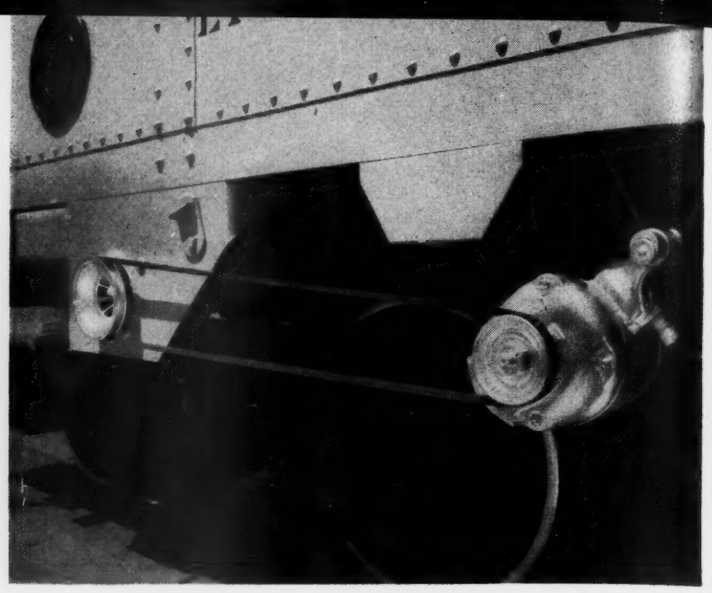
Six-foot sliding door in open position

two-piece corrugated steel ends and solid riveted steel roofs are used. The ends are strengthened with a welded reinforcing I-beam riveted to the corner posts at each end and extending across the car behind the lower main outward corrugation.

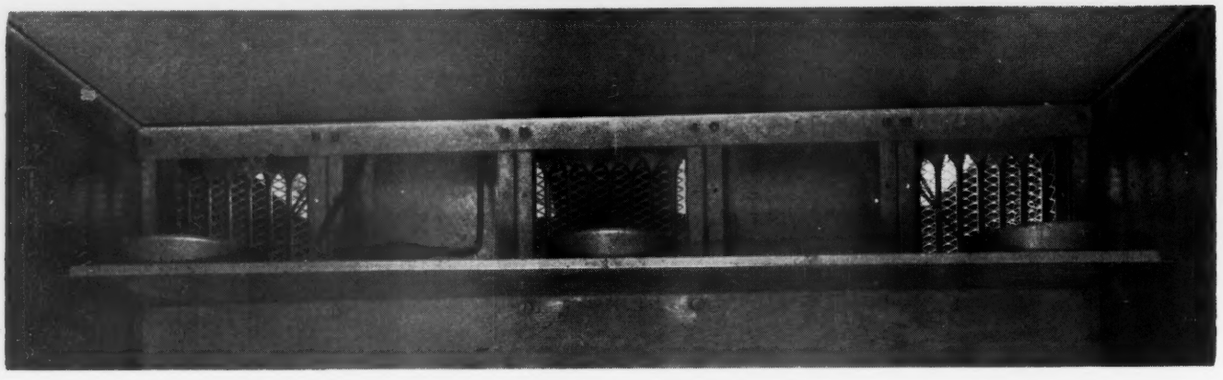
Belt rails and coping boards are Douglas fir and extend from door posts to corner posts, being bolted to the steel framing. The fir door posts are bolted to the door steel Z-bars. Inside lining consists of 9/16-in. plywood side and ceiling panels and ⅜-in. panels at the



Complete installation of alternator with rubber-tread drive wheel, bearing on a car wheel



Alternator assembly in "off" position and an electric pre-cooling motor in place ready for operation



For inspection and servicing the hinged fan panel is supported in its lowered position by safety chains

ends. The subfloor consists of wood subsills bolted to the underframe and covered with ¾-in. by 3⅝-in. straight-edge boards. Intermediate and center floor stringers are toe-nailed to the subfloor and a 1¾-in. by 5 1/16-in. tongue-and-groove upper floor applied.

Running boards and brake steps are Association of American Railroads approved metal type.

Insulation

The floor insulation consists of one lower course of 2½-in. fibrous-type insulation and one top course of 2-in. plastic multi-air-layer insulation. The car floor is made watertight in the usual manner with asphalt waterproofing materials and the floor pan is set in caulking compound at the front edge and side openings. Floor racks are of the herringbone type with galvanized metal slats on Douglas fir stringers, designed for lift truck operation. They can stand a 1,800-lb. concentrated load without exceeding the metal yield point. These racks are hinged to the car sides with cast-steel hinges.

After assembly, the inside surfaces of steel sheathing, steel ends and side plates are sprayed with 3/16 in. of corrosion-preventive insulating material. Wall insulation consists of two 2-in. thick blankets, the outside course being applied in one piece from door post to corner post and between the corner posts. The inside blanket, however, extends from door post to door post around the end of the car in a single piece. One layer of approved reflective type insulation is applied in side and end walls, adjacent to the steel sheathing and steel ends, the single reflective surface in each instance facing either the wall air space or outside of the car.

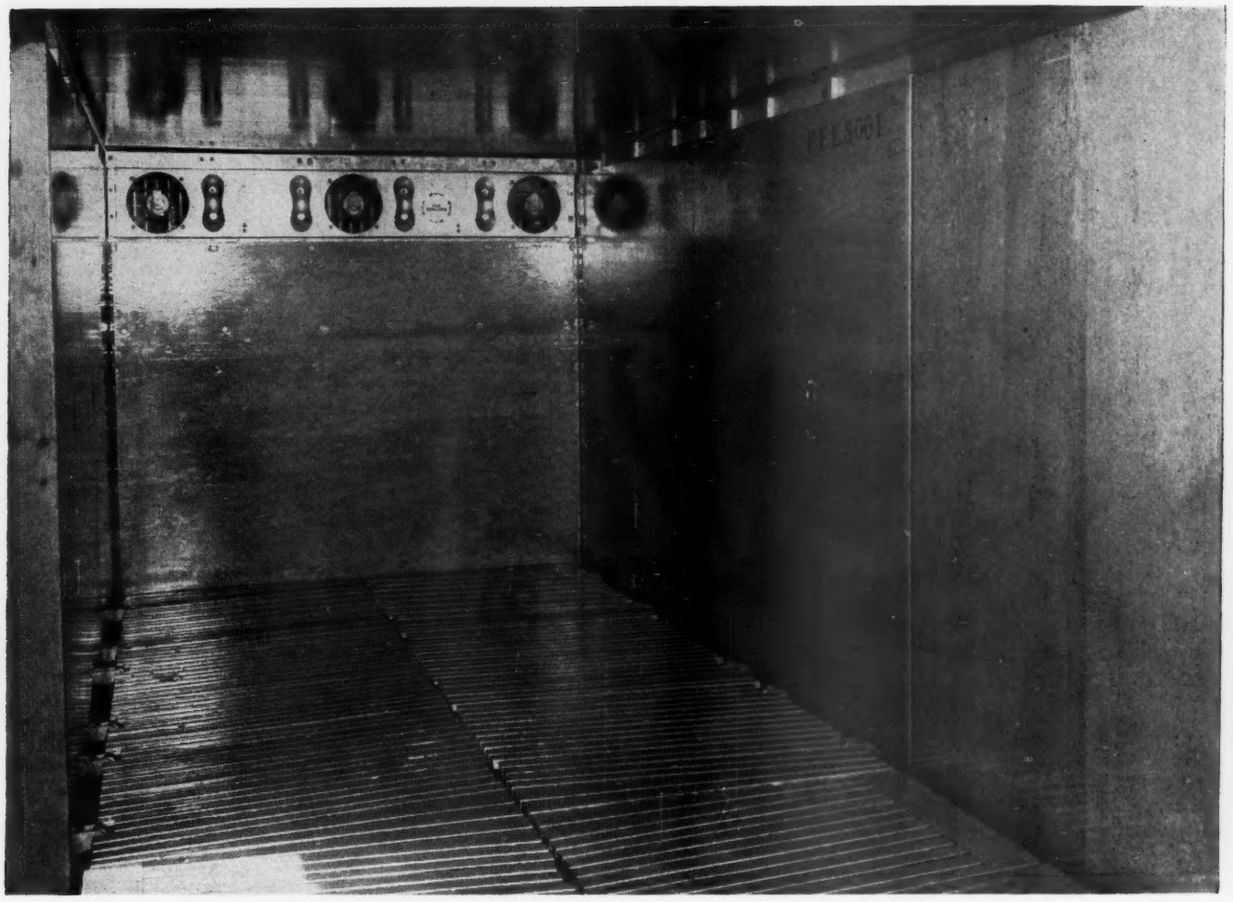
Roof insulation consists of one top course of reflective material (bright surface up), two intermediate courses of 2-in. blanket insulation, and one bottom course of ½-in. board insulation. Hatch plugs have the same kind and thickness of insulation as specified for the car roofs.

The 6-ft. sliding side doors utilize the same general type of construction and insulation as the side walls. They are made of jigs and templates for interchangeability and each door is carefully fitted to the openings to prevent air leakage. Door fasteners are adjusted so that, when operated, doors are forced tightly closed. A fixture near the lower edge of each door engages a fixture on the car side to hold doors in the open position.

All of the truck axles have 5-in. by 9-in. journals. Four types of trucks are employed. These are the American Steel Foundries A3 Ride-Control, the Standard Car Truck S-2-C stabilized, the National Malleable & Steel Castings C-1 Control, and the Buckeye Steel Castings Cushion-Ride. All are equipped with A.A.R. No. 18 brake beams. The cars have AB air brakes. Hand brakes are the A.A.R. certified non-spin type.

Air-Circulating Fans

The Preco Type AA electric fan system consists of one alternator with electric connections to three motor-driven fans mounted at the top of each bulkhead and blowing



The inside finish, metal slat floor racks and three-unit fan panel in the top of the bulkhead

cooled air from the ice bunkers over the top of the load instead of forcing air into the ice bunker bottoms as is the case with mechanically driven floor-type fans. For simplicity, ruggedness and minimum maintenance, a permanent-magnet, low-voltage, three-phase system is used without commutators, slip rings, brushes, or batteries. Ease of servicing is assured by supporting the fans, electric wiring and fuse block in a hinged three-unit fan panel which fits in the top of each bulkhead and may be easily rotated down to a horizontal position for inspection or repairs, as necessary.

The alternator is driven from the car wheel by the same drive wheel as used on floor-type fans. The drive wheel is directly coupled to the alternator by a shock absorbing coupling without belts.

Fans with high efficiency airfoil-type stub blades are pressed on the motor shafts. The fan speed is proportional to the car speed and fans always turn in the same direction. One car set of six fans is designed to deliver increasing amounts of free air at various speeds up to 11,000 cu. ft. per min. at 69 m.p.h. and at various pressure heads up to 1.2 in. of water.

To keep the fans rotating in the same direction, regardless of the direction of car travel, two of the three alternator phases are interchanged by an automatic reversing switch which operates within the first revolution of the alternator or drive wheel. This switch is built into the alternator. There is no other switch in the system.

Each motor is individually protected by fuses. If one of the fans is stopped by accident, all other fans will continue to operate. In addition, the entire system is protected by fuses near the alternator. The motor fuses are rated at 5 amp. and the alternator fuses at 30 amp.

The alternator and motors, totally enclosed, are supported on rubber shock mounts. The bearings of neither require service lubrication.

Precooling

For precooling, the alternator drive wheel is lifted off the car wheel by the same mechanism as is used on floor-type fans; a precool sheave is then mounted on the alternator shaft extension, and the alternator driven by V-belt from a precool motor. Only one precool motor is used for each car. The precool sheave attached to the alternator is intentionally made different from the precool sheave used with floor-type fans and incorporates a blower to cool the alternator during stationary precooling. A 2-hp. three-phase motor with 5-in. sheave diameter is recommended for use with electric fans.

Frequency and voltage of the system vary in proportion to the car speed. At 70 m.p.h. the generator operates at 140 cycles per second and 46 volts. With six fans the current is 27 amp. at that speed and the total power output, 1.5 kw.

Curves for power, current, voltage, and fan speed plotted against car speed show favorable characteristics. Relatively high current at low car speeds is a special feature of the system and causes the fans to turn as soon as the car moves.

Good food and plenty of it is served "family style" to 130 track laborers at one seating in this brilliantly lighted dining room of the new dormitory building which the E. J. & E. erected in Kirk yard at Gary, Ind.

One Way to Attract and Hold Labor

E. J. & E. dormitory building at Kirk yard in Gary, Ind., affords trackmen modern housing and boarding facilities

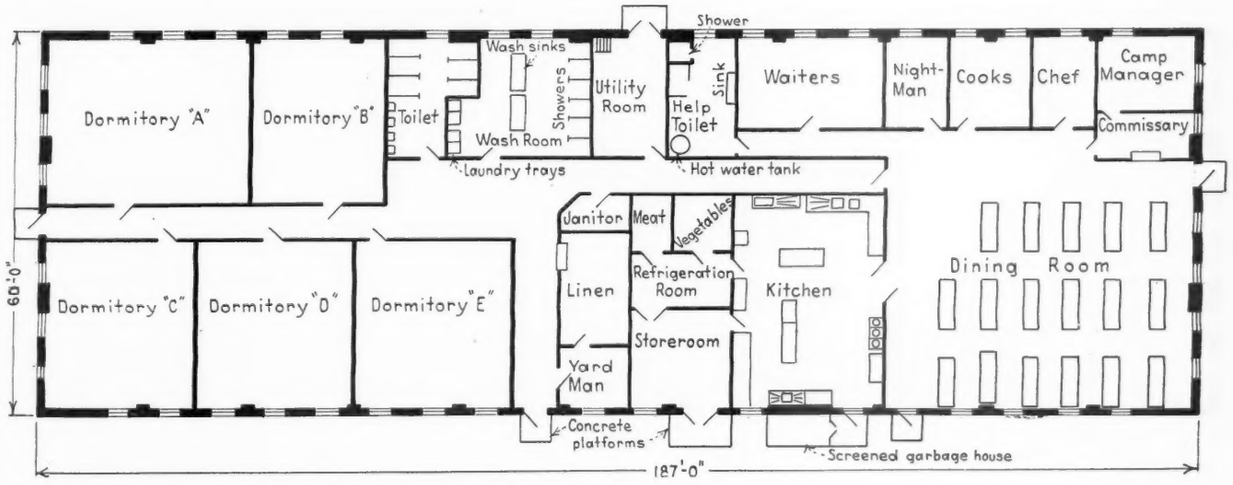
When the men themselves call it "the best labor camp in the world," you can be pretty sure that news of the new permanent labor dormitory building which the Elgin, Joliet & Eastern has constructed at its Kirk yard, Gary, Ind., will "get around in the right places." At any rate, the "J" expects this dormitory to be a major factor in assuring the road of an adequate track labor force for its yard gangs at that point, where competition for workers with surrounding industries is vexatious. To be sure, the "J" employs all residents in the Gary district who are available as trackmen, but as these are insufficient to man the sections the road must obtain the larger part of its forces in Chicago through a labor-recruiting commissary company, the B. F. Brown Company, Chicago.

Formerly, the road housed its transient labor at Kirk yard in a permanent camp and a temporary camp consisting of outfit cars. Because a large project currently underway for revamping Kirk yard required a large expansion in the labor force, the combined capacity of the existing camps was overtaxed, making additional facilities necessary. Rather than revamp and enlarge the old permanent camp buildings, which were difficult to maintain and keep sanitary, the road decided to build

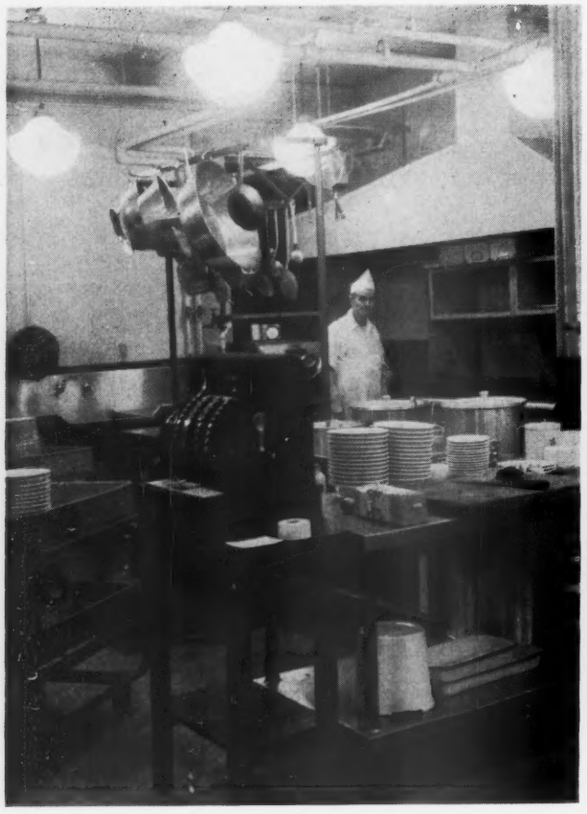
Directly off of the dining room is a large kitchen. Three coffee urns are needed at meal times, and one is constantly in service because other railroad employees drop in between meals to pick up a snack

a completely modern building to house and board these men, and to dismantle the old permanent camp buildings after the yard-improvement project has been completed. The dormitory was put into operation in October 1951, at which time use of the outfit cars at the yard was discontinued.

Of the 280 men currently employed in Kirk yard, about 265 are transient labor and must be boarded and



This floor plan of the new dormitory building shows that almost as much area is devoted to feeding the men as to "sleeping" them



The chef sees to it that the kitchen is kept scrupulously clean —a not too difficult task in a well lighted, airy room

In addition to two cold storage rooms for meats and vegetables, a large staple-foods store room is required

housed in the new and old camp buildings. The new dormitory will accommodate 130 track laborers in addition to an 11-man commissary staff which, for the most part, has separate quarters off of the dining room.

The new dormitory, which is 60 ft. by 187 ft., is a one-story concrete-block structure with an exterior of brick veneer. The floor consists of an uncovered 5-in. concrete slab, and the flat roof is made of 6-in. Flexicore slabs overlaid with 1½-in. rigid insulation and built-up roofing.

About one-half of the new building is made up of five large dormitory rooms, toilet and wash rooms, and connecting corridors (see floor plan). The other half includes a large dining room, a kitchen, meat and vegetable refrigeration rooms, a staple-foods storage room, a linen and blanket storage room, sleeping rooms for the commissary staff, and a utility room.

Typical of the thinking on American railroads today, two of the main considerations were to build "safety" and sanitation into the structure. So, in addition to the use of the fire-resistant materials previously mentioned, the "J" installed in all rooms normally used by the transients a heating system designed to preclude the possibility of the men burning themselves through careless contact with the heating units. This was done by using a forced hot-air system in all dormitory rooms and in the dining room, although in the latter room the hot-air system was augmented by steam-fed unit heaters suspended below the ceiling. The other rooms, except the cold rooms, are heated by fin-type steel radiator pipes, thermostatically controlled. Louvers were installed in the lower panels of all doors in the dormitory rooms to assist in the circulation of air.

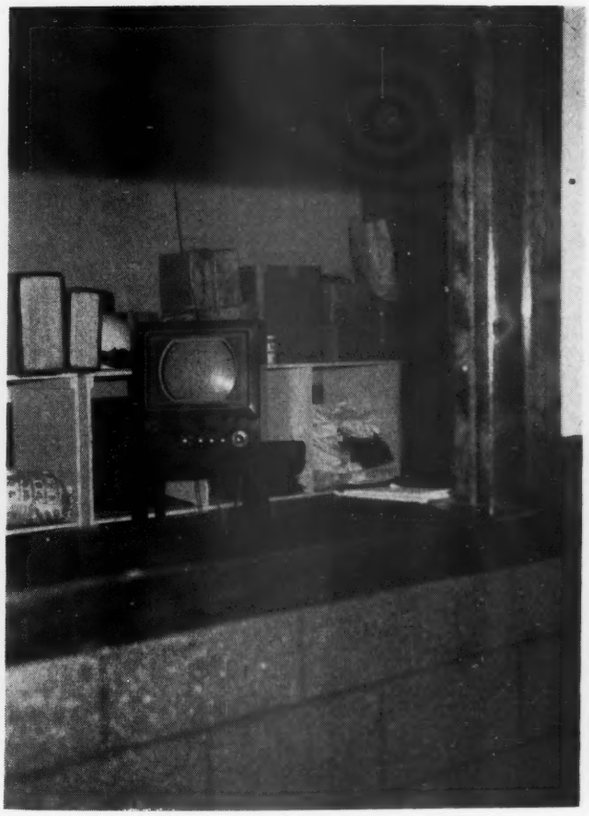
Since easy cleaning is a major consideration in a building of this kind, all rooms and corridors have one or more floor drains so floors can be scrubbed and flushed by a hose connected to hydrants in the corridors, dining room and kitchen. All windows are screened and are of the steel-casement intermediate-projected type; hence ventilation can be easily adjusted in each room as desired by the occupants. Also, each room is well lighted with several 100-watt fixtures, while the kitchen and dining room are brilliantly lighted by 500-watt fixtures. The interior wall faces, ceilings and partitions are all painted in pastel colors to give the rooms an attractive appearance.

Making Themselves at Home

Transient labor is not noted for settling down in any one place for long, but there are signs that quite a few workers have ensconced themselves more or less permanently in this new "home." Some have acquired radios which they plug into one of the many wall electric outlets in each dormitory room.

The dormitory rooms are each fitted with 11 to 18 double-deck steel cots, depending upon the size of the room, and "sleep" from 22 to 36 men. Benches and an electric water cooler are provided at a widened corridor space near the middle of the building so men can congregate and talk without disturbing others who might be sleeping in the dormitory rooms. Also, the commissary company has furnished a television set within view of the men in this area for their entertainment. The newness and cleanliness of the building has in turn had its influence upon the men, and the road has been gratified to note how many of these men make use of the wash sinks, showers and laundry tubs, with which their washroom is equipped, to keep themselves and their clothing clean.

After breakfast and dinner, the men line up before the commissary room to purchase candy, cigarettes and other supplies



The commissary company provided a television set for the entertainment of the men

From the way that the men hurry from work to the dormitory building, wash up, and stand in line in the corrodir leading to the dining room, it is apparent that they are hungry for the food and fellowship they enjoy there. Before the men file into the dining room, the 17 tables are each set generally for eight places and generous quantities of both hot and cold foods are placed "family style" on them, except for the meats which are served individually. The benches and tables are of strong wood construction and, for easy cleaning, the top surfaces of the tables are of black Micarta.

Food Preparation

The food is prepared by a chef, a second cook and a vegetable man in a large kitchen fully equipped by the commissary company with all of the essential work tables, cooking ranges, steaming kettles, coffee urns, and utensils. A power roof ventilator over the hood of the gas ranges, and another elsewhere in the kitchen, keep odors to a minimum. Several large garbage cans are distributed about the kitchen and the adjoining refrigeration room to promote cleanliness, and these are emptied at intervals into large containers placed in a screened garbage-house adjunct, which is just outside the kitchen door. Also, a covered loading platform is built outside of the door to the staple-foods storage room to prevent wetting foods delivered during inclement weather.

The temperatures of the cold rooms for the storage of meats and vegetables are maintained at the proper levels by freezing units operated through a compressor in the nearby janitor's room.

For stated periods after the men have had breakfast or dinner (they carry their lunches), a commissary room in one corner of the dining room is open for business. Here, cigarettes, cigars, candy, stationery and other supplies desired by the men are stocked and sold over a counter. When the stated "open" period is over, the room is closed by lowering a rolling wood curtain.

Plenty of Hot Water

There is a steam-heated hot-water tank in one corner of the toilet room for the commissary help. This tank has a capacity of 500 gal. and can produce hot water at the rate of 510 gal. per hour for the kitchen, the showers, and washing sinks of both washrooms.

Whenever a section gang in Kirk yard needs more men, the foreman makes a request to the roadmaster's office for the number required. If the request is approved, the camp manager is notified and he, in turn, directs his Chicago office to recruit the required number of laborers. Men obtained in this way are transported to the dormitory building by bus and report to the roadmaster's office for assignment to a gang. When assigned, the men are then entered on the "board roll" of the camp manager, are issued blankets and towels by the yard man, and assigned to cots in the dormitory. A reasonable fee is charged by the commissary company for board and lodging, deducted weekly from wages.

The new camp building was built under the general direction of F. G. Campbell, chief engineer of the E. J. & E., while the construction work was under the direct supervision of S. H. Shepley, assistant chief engineer, and R. V. Dangremond, special roadmaster. Camp equipment was furnished by the B. F. Brown Company and installed under the supervision of B. F. Brown, president.

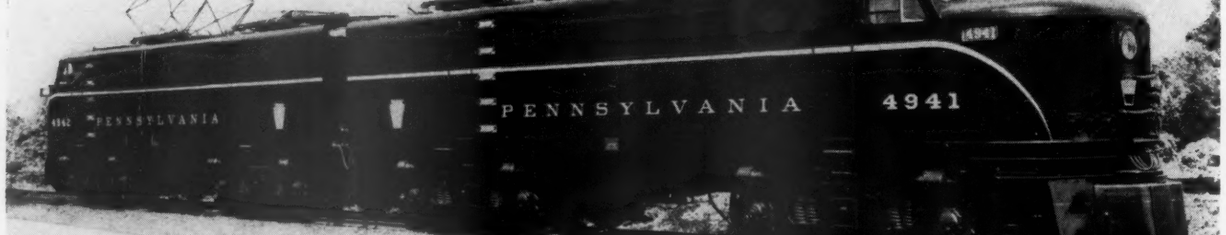


Fig. 1—Two units operating in multiple as a 5,000-hp. locomotive

Pennsylvania Tests New Type Of Series A. C. Electric Locomotives

Built by General Electric, they meet requirements of simplicity and low cost—Each unit has a continuous rating of 2,500 hp. and a maximum of 5,200 hp.*

By F. D. GOWANS, B. A. WIDELL and A. BREDENBERG

Locomotive and Car Equipment Department
General Electric Company
Erie, Pa

Simplicity and reliability are the keynotes of the design of the new single-phase a.c. electric freight locomotives built by General Electric for the Pennsylvania. Basic components tried and proved by years of successful operation were deliberately chosen and combined into a new design. Full advantage was taken of the latest improvements in materials and manufacturing processes to create a motive power unit of high capacity which is economical to build, operate and maintain.

Rapidly increasing use of diesel-electric locomotives in the past few years has caused much speculation on the future of railroad electrification. Proponents of the diesel-electric point to its lower first cost, while the electric locomotive enthusiast claims lower maintenance and operating costs. The final answer will be an economic one, dependent upon such things as future electric power developments and new sources of fuel oil supplies.

The important fact is that the railroads have accepted the electric drive as the best and most efficient means yet developed for propelling railroad vehicles. Now it is of prime importance that the components of this drive—whether for straight electric or diesel-electric locomotives—and the vehicle which it propels be continually improved. The builder should make every effort to include in his new designs improvements in materials and processes, together with any other factors, that will contribute to longer life, higher availability and lower overall cost.

One important factor in the success of a locomotive is

*This article is an abstract of a paper presented at the M'dwinter Meeting of the American Institute of Electrical Engineers, he'd in New York, January 21-25.

the type and arrangement of the mechanical parts. Past designs with many axles (some idle), complicated trucks and crowded cabs are good examples of high first cost, difficult manufacture and expensive maintenance.

Freight traffic on the road's electrified lines was studied over a period of years to determine what size unit would give the best utilization. A four-axle locomotive unit, capable of operating in one, two, three or four-unit combinations, was chosen. Experience with existing electric freight locomotives showed that tonnage ratings should be based on average tractive force over the ruling grades equal to 16 per cent adhesion. At the 60,000-lb. axle loading limit specified by the railroad, this amounted to a one-hour tractive force rating of 9,600 lb. per axle, or 38,400 lb. per unit. Table 1 shows how such units could handle the railroad's freight through a typical industrial cycle. This size is also most desirable because of its simple mechanical construction and the additional availability it offers over larger units.

Selection of Electric Equipment

Equally important is the type and arrangement of the electric equipment. The locomotive type will, of course, largely determine this. The railroad was willing to consider motive power of types other than its present straight a.c. locomotive, if advantages were indicated.

The a.c. commutator motor is inherently a high-horsepower machine. Its chief advantage lies in its ability to take 25-cycle power from the trolley without intermediate conversion equipment. For this reason, locomotive ratings are based entirely on the traction motors. With over-voltage transformer taps, motors can be operated at extremely high short-time ratings for accelerating heavy trains and ascending grades. The relative simplicity of the equipment permits good arrangement, making ample space available for maintenance and inspection. The additional weight and cost of the a.c. motors are offset by the conversion equipment necessary if d.c. motors are used.

Advantages were decidedly in favor of continuing with the straight a.c. type locomotive. This has been the basic motive power on the Pennsylvania's electrified lines since 1931, and it has given commendable service. Railroad schedules, operating practices and shop facilities have been built up around it. Twenty years' experience with this plant has demonstrated that simplicity of mechanical construction and of electric circuits is the key to low maintenance and reliable operation.

Characteristics

Table 2 gives weights, dimensions and ratings of a single unit. Units may be coupled for multiple operation from either end, with as many as four units operating together.

Characteristics for one traction motor are shown in Fig. 2. These may be used in combinations of 4, 8, 12, or 16, with 1, 2, 3 or 4 locomotive units

In recent years rheostatic braking, now commonly used on diesel-electric locomotives, has established its worth in dollars and cents. This usefulness, especially in freight service, has now resulted in its application on a straight a.c. locomotive for the first time in the United States. Braking characteristic curves for the two-unit locomotive are shown in Fig. 3. The a.c. commutator motors are well adapted for this use, rating 750 hp. each during braking within the limits of maximum excitation and commutation.

The mechanical design—with a streamline single-end cab carried on two, two-axle, swing-bolster trucks—is quite different from earlier a.c. freight locomotives. Except for the pantographs on the roof, this locomotive resembles the conventional diesel-electric "A" unit. Collision framing at each end is of sturdy construction. The streamline nose affords additional protection and excellent visibility for the engine crew.

The entire cab and platform structure is fabricated from steel sheets, plates and shapes; and is designed for subassembly of parts and equipment groups. Arrangement of apparatus in the cab provides maintenance aisles on each side, with doors into the operating compartment at the front, and access to the rear end door. Hatch covers over all equipment permit complete accessibility from the roof.

Locomotive platforms formerly were designed to carry the entire equipment load and withstand the buff without undue deflection. The cab side sheets and roof were part of the platform load. No doubt they added some

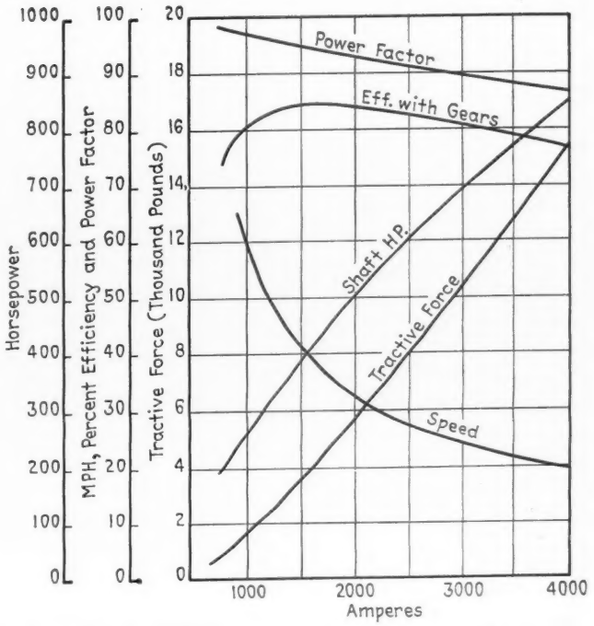


Fig. 2—Motor characteristics on 230 volts with 83/21 gearing and 48-in. wheels

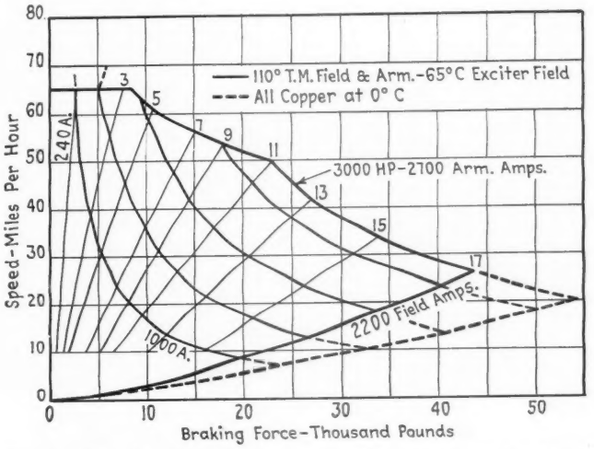


Fig. 3—Speed-braking force curves for one four-motor locomotive unit with 83/21 gearing and 48-in. wheels

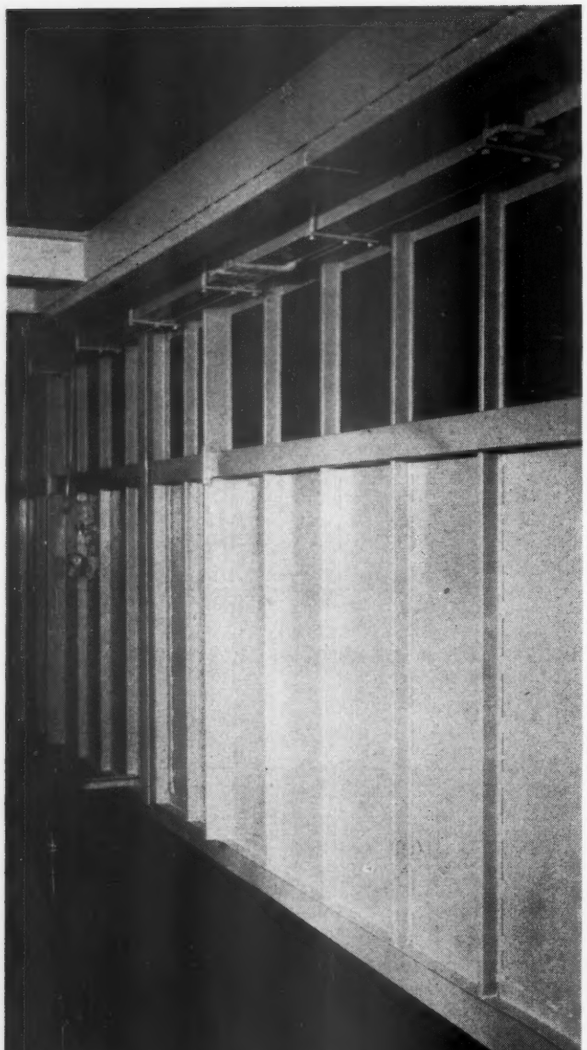


Fig. 4—Side sheet construction used to form supporting truss for platform

TABLE 1—UTILIZATION OF LOCOMOTIVES

Number of Units	Per cent of Freight Traffic		
	Peak	Normal	Depression
1	13	34	64
2	60	63	36
3	22	3	0
4	5	0	0

TABLE 2—LOCOMOTIVE UNIT DATA

Classification .....B-B-240/240—4GEA632—11,000 volts, 25 cycle a.c.

Weight:

Total locomotive, fully loaded	240,000 lb.
Per driving axle, fully loaded	60,000 lb.

Dimensions (Approximate):

Track gage	56½ in.
Length inside knuckles	54 ft. 3 in.
Height over cab roof	14 ft.
Height, trolley locked down	15 ft.
Width over cab sheets	10 ft. ⅛ in.
Width overall	10 ft. 7 in.
Total wheel base	39 ft. 10 in.
Rigid wheel base	11 ft.
Length between centerplates	28 ft. 10 in.
Wheel diameter	48 in.
Coupler height	34 in.
Clearance, motor gear case to rail	4⅝ in.
Minimum curve .....275 ft. radius	—21 deg.

Ratings:

Tractive force at 25 per cent adhesion	60,000 lb.
Tractive force, continuous rating	35,400 lb.
Tractive force, one-hour rating	38,400 lb.
Speed, one-hour rating	25.5 m.p.h
Maximum speed	65 m.p.h.

stiffness to the structure, although this was not considered in the calculations. By designing the side sheets to prevent buckling, they can be used as side trusses to carry the entire load. The consequent reduction of material in the platform amounts to approximately 40 per cent, as compared with a five per cent increase in side sheet material. This construction (Fig. 4) results in considerable weight and cost reduction, and has been adopted for the new locomotive design.

The design includes conventional two-axle, swing-bolster trucks (Fig. 5) which are generally similar to those on Pennsylvania passenger cars.

Location of Apparatus

Two factors largely determine locomotive inspection and maintenance costs: reliability of the equipment and its accessibility in the locomotive. Although the latter

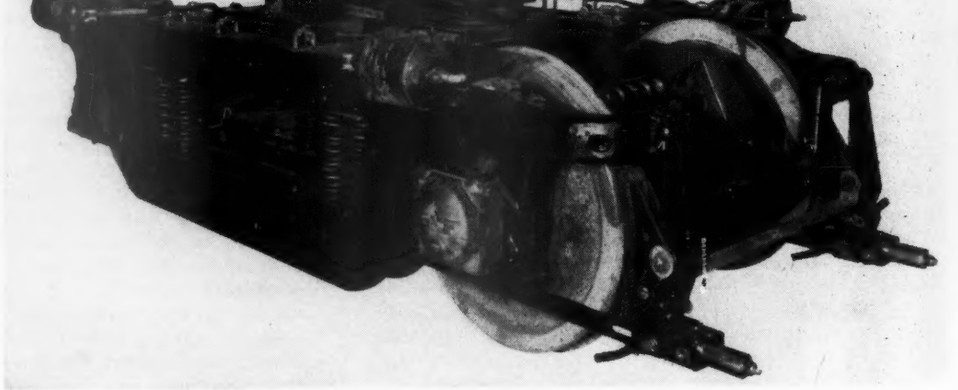


Fig. 5—Two-axle, swivel truck of conventional design used on this locomotive

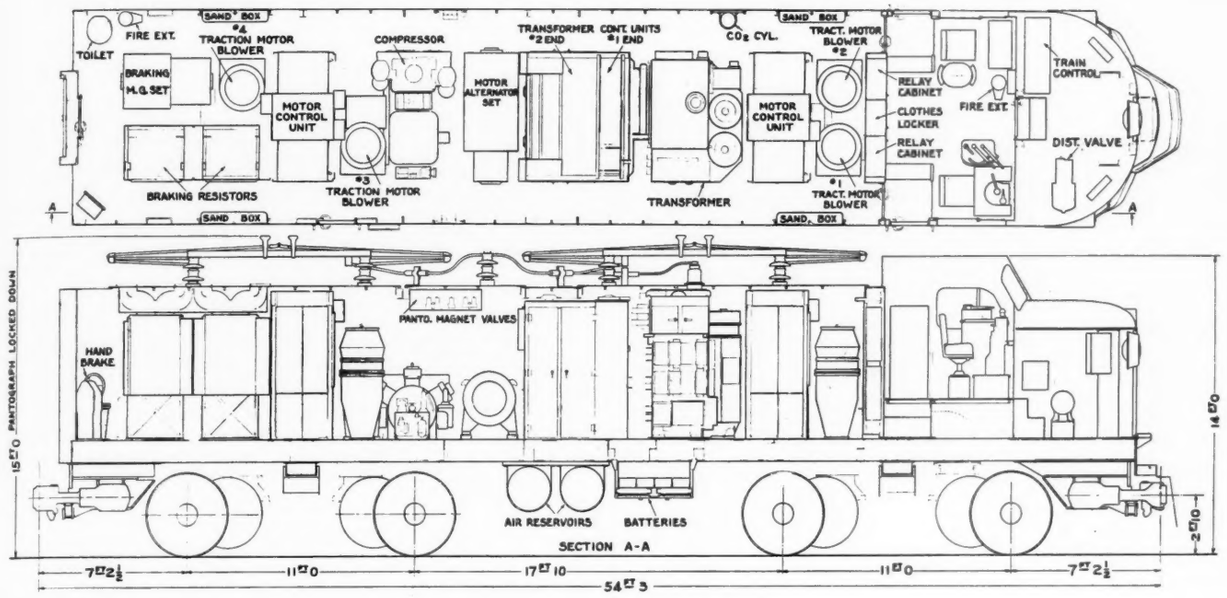


Fig. 6—Location of principal pieces of apparatus in the locomotive cab

may be secondary, neither can be ignored if the locomotive is to be considered satisfactory. In designing these units, prime consideration was given to the location of apparatus. In fact, this was planned first and, with few exceptions, the mechanical design was made to suit.

Fig. 6 shows that the traction-motor control groups and blowers are located directly over the trucks. Bus bar and cable runs are thereby kept to a minimum, and blowers discharge directly downward into the motors. Conditions at the rear end are ideal, but at the front end the control group and one blower had to be offset to accommodate the operating compartment. Both motor control groups receive power from the transformer and its control group which, together with the auxiliary equipment, is located centrally. Motor controls are accessible through doors along each side aisle. A crosswise maintenance aisle for the transformer group extends from one side aisle to the other.

The location of the transformer high-voltage bushing and Thyrite resistance lightning arrester on the roof is unusual. The transformer tank is the full height of the apparatus cab, allowing the bushing to protrude through a cutout in the hatch cover directly under the front pantograph. An insulated bus on the roof connects both pantographs, the lightning arrester and the transformer. It also serves as the terminal for the ground switch. This arrangement eliminates all 11,000-volt cable, cable preparation and conduit, together with the shields and barriers necessary for the protection of workmen inside the apparatus cab from contact with this voltage.

Air brake equipment, train signals, and small control pieces are located in the nose. Here they are accessible, and convenient to connections from the engineman's position.

Auxiliary Equipment

Considerable improvement has been made in auxiliary equipment. For instance, the use of axial-flow blowers has contributed to better arrangement and accessibility of equipment because they occupy about half the space

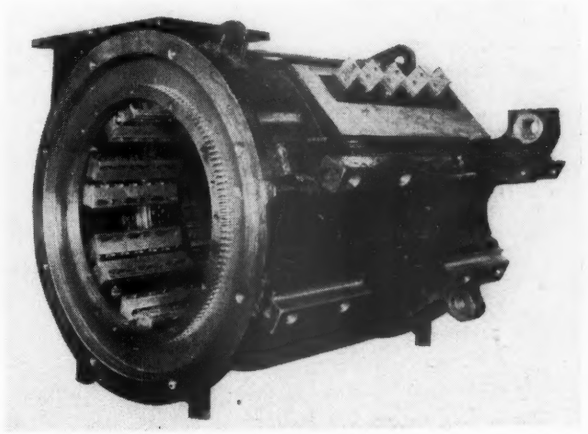


Fig. 7—Traction motor stator, with frame head removed to show brush holders and revolving yoke

of centrifugal blowers of the same rating. The blowers incorporate an air-cleaning feature which removes about 60 per cent of the dirt, water and snow from the air furnished to the electric equipment. Since they are driven by three-phase induction motors, the expense of brushes, commutator maintenance and frequent inspection is eliminated. Because of their exceptionally good characteristics for ventilating this type of equipment, these blowers have been used throughout the locomotive.

An auxiliary motor-generator set provides three-phase power for the blowers and d.c. power for control and battery charging.

Air brake equipment is 8EL, modified to use the DS-24 automatic and S-40-F independent brake valves. This will permit application of speed control at a later date. A new feature is the use of the diesel-electric locomotive type air compressor. It is coupled to a 25-cycle, single-phase induction motor and arranged for unloaded starting. It has a capacity of 220 cu. ft. per min. at 725 r.p.m.

Traction motor excitation, during rheostatic braking,

is provided by a 1,500-r.p.m., 25-cycle, single-phase induction motor driving a 10-pole, 10-volt d.c. generator.

Traction Motors

The GEA 632 motor (Fig. 7) is a 16-pole, 25-cycle, single-phase commutator-type, a.c. motor with commutating poles and pole face windings. It is rated 625 hp. continuously at 230 volts. The maximum operating speed is 1,800 r.p.m., corresponding to a speed of 65 m.p.h. on these particular locomotives. The motor is mounted on the axle with a nose support on the truck transom. A cushion gear, pressed on the axle, is driven by the motor pinion. Motors are connected in two parallel groups, each with two motors in series.

It has long been recognized that better performance can be obtained from a straight-electric locomotive traction motor than from a diesel-electric or motor-generator locomotive motor. On a.c. locomotives this extra performance is obtained by providing overvoltage taps on the transformer.

The multipole, low-flux per-pole type of single-phase, a.c. motor is ideally suited to transmit this additional power. Although the design is largely predicated on considerations of standstill starting phenomena, it is also best to withstand applications of overvoltage. The first motors of this general type were placed in service on the Pennsylvania in 1931.

Wheel-Slip Protection

There are two systems of wheel-slip protection for the traction motors. One consists of a power tie connecting the midvoltage points of both two-motor series circuits. For each circuit, there are two motors in series and both are on the same truck. Two current-element, wheel-slip relays are located in this power tie. Under heavy accelerating conditions there will be an appreciable weight transfer from the leading to the trailing axle in each truck. Hence, the leading-axle will tend to slip first.

For instance, if with No. 1 and No. 3 axles leading, the No. 1 motor slips, the voltage on No. 1 motor and (because of the power tie) No. 4 motor will rise. Also there is a corresponding decrease in the voltage on No. 2 and No. 3 motors. No. 1 motor current decreases because of slipping; No. 4 motor increases; and No. 2 and No. 3 motor currents decrease. Part of No. 4 current then flows through the power tie to No. 2 motor. The results thus accomplished are:

1. Voltage build-up and tendency of the slipping axle to overspeed are minimized, making it easier to recover from a slip.
2. One of the more heavily loaded axles gets the current build-up, and the more lightly loaded axles get a reduction.
3. The current reduction is minimized in the motor which is paired with the slipping motor.
4. Tractive effort is maintained at a high value, even though an axle slips.

A Second System

The second wheel-slip protective system is provided by a.c., d.c. voltage relays, two in each two-motor circuit. They operate on a difference in potential between the two motors in each group. One relay in each group is a warning relay, the other a trip relay. The contacts perform the same functions as described above for current relays. The voltage relays are particularly useful in rheostatic braking, or when one pair of motors is cut out as, in either case, the power tie circuit is open.

These systems also provide protection against overspeeding as a result of a slipped pinion on the traction motor.

Letter from a Reader . . .

Says Super-Fast Trains And Comfort Don't Mix

INGLEWOOD, CAL.

TO THE EDITOR:

For 25 years I have preached the safety of the railroads versus the air lines and have written many letters to railroad people suggesting that the high speeds of our streamliners should be reduced. No matter how fine a train a railroad operates, a potential passenger will still fly if speed is his need. On the other hand, if comfort is the desired feature of his travel interest, he will obviously take the train—and he will do so without the slightest persuasion, because one transcontinental flight on any airliner should be enough to satisfy anyone with the slightest doubt about nerve-fatigue.

I speak as one with reasonable knowledge of the subject, after 25 years of flying and design experience. Railroads have always been my hobby, and although some may take issue with my suggestion, I maintain that if countless fine streamliners were operated on a little more leisurely schedule, their revenues would increase, and not decrease, because travelers would have a little more time at stops to stretch their legs; they wouldn't be thrown about on occasions, as is presently the case; and they would find meal times in the diner more enjoyable.

The point I really want to drive home is that the people who ride the streamliners are usually well able to afford air travel on established air lines. But they have a suspicion that rail travel is safer. Let's prove it to them by slowing down some of the higher speed trains and accentuating their fine extra features—such as their wonderful dining services, their spacious and relaxing lounge cars, their observation lounge cars, their barber shops and bath facilities.

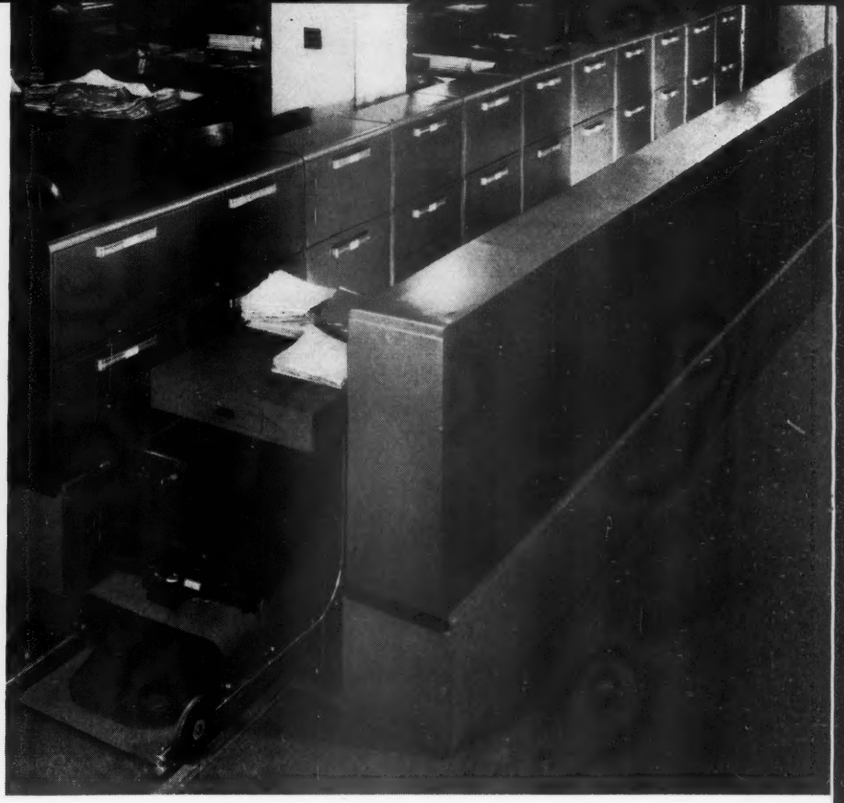
What sense does it make to wear out such beautiful equipment as is found on our 39¾-hour coast streamliners, when the passengers would have taken them with just as much relish if their scheduled time had been 50 hours? In fact, they would have enjoyed their trips much more.

Some railroaders will say, "We have slower trains; why don't these people ride them?" Certainly, you do, but what trains—third rate by American standards!

One of the most enjoyable train rides in the country is the Southern Pacific "Lark" between Los Angeles and San Francisco. Air competition between these two cities is very strong. Yet, night after night, the year round, the "Lark" carries a capacity load. If passengers didn't enjoy this *leisurely* streamliner trip. I am certain the Southern Pacific would move this equipment to a more lucrative run.

E. F. HUNTER, JR.

BEFORE . . . dog-ears and dirty hands



AFTER . . . neater files, less work

"ROCKING" FILE CABINETS

They've ended the "dog-eared" look and speeded handling of North Western's freight claim files

A basically new type of filing cabinet that pivots open—instead of rolling on a track—has improved the physical handling of files in the Chicago & North Western's freight claim department in Chicago.

Called the "Rock-a-File," the novel cabinet opens laterally, instead of from the end, and, because each drawer is open both at the top and on the filing side, there is said to be little tendency to place one folder within another inadvertently—as often happens in conventional file drawers. Another feature of the "Rock-a-File" is that, when open, the file drawers protrude only six inches out from the cabinet. This not only permits their use in smaller areas, but also eliminates the risk of the cabinet toppling if all drawers are simultaneously opened, because the center of gravity for each drawer remains within the dimensions of the cabinet.

The Problem

The North Western, in common with many railroads, employed a "pigeon hole" type open file rack for its claim files. Claim files, because they contain many half-

Because "Rock-a-File" drawers remain largely within their cabinets even when fully opened, less floor area is required for their installation

sheets and other odd-size papers, are frequently lopsided in shape and not suited to conventional filing methods because of the tendency to bind and to "rotate" within the file drawer. Pigeon hole filing, on the other hand, though it eliminates much of the wear and tear of binding, leaves the files exposed where they accumulate dust and dirt. The hands that handle them get dirty too.

A. C. Munday, the North Western's freight claim agent, told *Railway Age* that his pigeon hole racks became inadequate under the pressure of wartime freight claim volumes. "We had to build them higher," he said, "and it became a problem for girls to reach the top shelves. We tried an elevated platform but this proved something of a safety hazard and it became increasingly clear that a wholly new approach to the problem was required."

The Solution

Now the North Western employs a battery of 22 two-drawer "Rock-a-File" units arranged on either side of an aisle.

Between them has been installed a track-guided, mobile desk-chair unit from which the filing clerk may work in a seated position. The desk-chair unit was furnished and installed as a part of the cabinet system.

Mr. Munday says that, besides giving the office a "modern" appearance, the new cabinets have definitely simplified the physical handling of his files. "They are more accessible. And the covers and edges don't get so dirty and dog-eared."

The North Western's installation did not save floor space however. This was because two-drawer cabinets are used exclusively to enable filing in all drawers from a seated position. Three and four drawer units are also available.

With the cabinets, the manufacturers have developed an "in line" filing system which eliminates staggered folder tabs and file guides in favor of a single "line" of markings along the outside top edge with individual folders. Control guides are tabbed at the outer side of the folders and are locked in position when the drawer is fully opened. Each guide may be individually removed by tilting the drawer partially closed. There is no rod to be threaded back through all the guides as is necessary in a conventional file drawer.

Letter from a Reader . . .

"Afraid of Being Fired"

To the Editor:

The article in the November 26, 1951, *Railway Age*, regarding the speech by President Whitman of the Western Pacific at the New York Railroad Club, interested me, especially in view of the fact that I attended that meeting and noted the applause and apparently favorable response from the audience. I wondered how many of those men would have liked to add their opinions to Mr. Whitman's remarks but were "afraid of being fired."

That was the only part of Mr. Whitman's talk with which I could not agree. Unless things are different in the West than in the East, I cannot understand the basis for the remark, unless the speaker was thinking in terms of the attitude of the employee of the days when Mr. Whitman was "in the ranks."

On our road today, it is only the supervisors and officers that fear being fired or demoted, not the rank and file. In fact the prevailing attitude of the latter is more of defiance, of "you can't fire me." This attitude has only become manifest during the past 10 or 15 years. Prior to the New Deal there was some feeling of fear of being fired, sometimes on the part of men who did an excellent job and should have had no such fear. To some extent the fear was caused by certain supervisory personnel who could, and did at times, fire men on the spur of the moment, without trial.

I have been railroading for over 40 years. During the first 25, the general run of our employees were loyal and respectful; in fact, I have seen men salute as the general manager's business car went by. With the strengthening of the union position during the thirties, with the help of the New Deal, there came about a change in thinking on the part of our supervisory people. They seem now to have a feeling that the unions have the upper hand and that their hands are tied; that there is nothing that can be done about it but to try to get along as well as possible with the union chairmen; that to attempt to fire a man is such an involved undertaking, that it is not worth the effort, so they prefer to avoid such action if they can gracefully do so.

Meetings between our superintendent and union grievance committees used to be conducted with decorum and every member of the committee was respectful to the superintendent. Today, such meetings are conducted in an explosive atmosphere and there is no evidence of respect. Such meetings remind one of a snarling dog protecting its litter of pups from another animal; a sort of "we are just as good as you attitude."

I do not intend to place the entire blame for the situation on the stronger union set-up, however. During the thirties, when economies were the order of the day, top management tried everything in and out of the book to balance the budget, and in these endeavors often issued drastic orders with which the subordinate officers did not agree but dared not say so. In the enforcement of such orders, subordinate officers, in passing the order along to the supervisors, did so in an apologetic manner, often accompanied by a statement such as, "this is not my order, it comes from Mr. So & So but I have no choice but to enforce." Such instances became common. Gradually our officers seemed to deteriorate into rubber stamps. They were no longer men of decision in the eyes of the employees.

Twenty or thirty years ago our division officers were all men of decision, who commanded respect from their subordinates. Today our officers seem to fear for their jobs more than the rank and file do. Mr. Whitman did not go into any evaluation of the official family and their ability to command the respect of their subordinates. I do sincerely believe that a most important approach to improving employee-management relations would be to cloak officers with greater authority. When men have a grievance that has merit, a man such as a superintendent should have authority to negotiate a settlement and not pass the buck "higher up."

Lets work on the respect angle first in this job ahead.

I regret that I am not signing this letter. While I do not fear being fired, I would like to see it published for the sake of reactions from other readers. I have been a reader of *Railway Age* for many years and look forward to each issue. It has given me a broader viewpoint on many subjects.

A Subscriber

[This paper does not usually publish anonymous letters, but makes an exception in this case — because the letter seems to carry internal evidence of the writer's good faith; and the subject he discusses is certainly as important as it can be.—Editor]

Built by Alco—
1600 h. p. road switcher

A New Development...

COMMONWEALTH
6-Wheel Motor Truck

Riding and performance of road switcher diesel locomotives is improved with a new design of **COMMONWEALTH 6-WHEEL MOTOR TRUCK** which features a three point suspension arrangement of center plate and loading supports, shorter wheel base and positive equalization. Additional advantages of this new truck permit a lower underframe height from rail, greater accessibility to motors, and lower bearing pressure on center plate and loading supports.

COMMONWEALTH Trucks used by the diesel locomotive builders of America have one-piece cast steel truck frames which provide great strength and dependability, assuring a long maintenance-free life in this rugged service.

Commonwealth 6-Wheel Motor Truck arranged for three motors

GENERAL STEEL CASTINGS

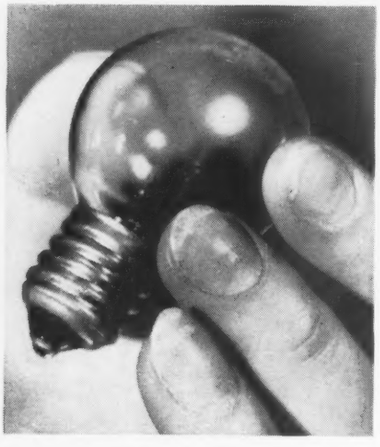
GRANITE CITY, ILL. EDDYSTONE, PA.

New and Improved Products of the Manufacturers

Mercury Heavy-Duty Electric Tractor

A new heavy-duty electric tractor, powered by two high-capacity series wound enclosed motors capable of delivering 800-lb. normal and 5,500-lb. maximum drawbar pull, has been announced by the Mercury Manufacturing Company, Chicago 9.

The 4-wheel drive, 4-wheel steer unit —designated as model A-800-4—is controlled by an automotive wheel-type steering assembly and a foot pedal accelerator. Four travel speeds in either direction can be selected by using a directional control conveniently mounted on the steering column. The drive axle assemblies consist of double-reduction, spiral bevel and spur gear units with standard four-pinion differential. Drive shafts are full-floating, and the wheels are Timken-bearing mounted.



Ozone-Producing Lamp

An ozone-producing lamp, designated as No. OZ4S11, has been developed by the Lamp Division of the General Electric Company in response to demands for a small ozone-producing source to destroy or substantially reduce odors in enclosed spaces. The bulb is of special glass which passes 1850AU (ozone-producing wavelength) as well as a slight amount of 2537AU (germicidal).

It is an improvement on its predecessor having the same designation, in that its physical strength and ultraviolet output have been increased.

It is stated that the ozone generated by one lamp will kill or effectively minimize odors and freshen air in spaces up to 1,000 cu. ft., depending on humidity, ventilation and the nature of the odors. Its germicidal output is low—about one one-hundredth that of a 30-watt germicidal lamp.

The lamp generates ozone near the outer bulb wall. This is quickly diffused throughout the room or enclosed space. Ozone destroys many odors, freshens air and helps to prevent mustiness.

Ozone chemically changes some odorous substances, but does not remove them from the air. It virtually eliminates stale tobacco odors, but it does not physically dissipate smoke from tobacco or other sources.

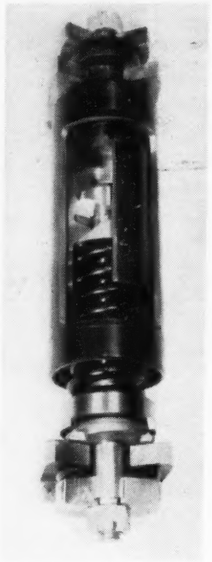
The "just noticeable" concentrations of ozone from the lamp are reported to be well within the safe limits set by the medical profession.

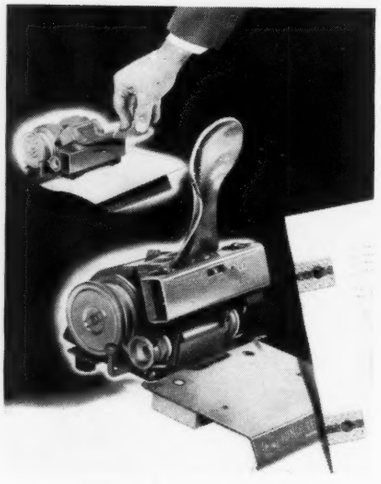
Houdaille Friction Snubber

The friction-type snubber, made by the Houdaille-Hershey Corporation, Buffalo, N. Y., and sold by the General Steel Castings Corporation, as announced in the December 17, 1951, *Railway Age*, page 70, is a simplified shock absorber which controls the movement of railway truck coil springs, substantially reducing damage to lading and discomfort to passengers.

As shown in the accompanying phantom view, the snubber contains three segmental shoes faced with special, long-wearing molded brake lining material, attached by the Chrysler cycle-welding process. The shoes are forced outward against the barrel under constant pressure produced by a precompressed coil spring. The combination of material in the lining and barrel provides uniform frictional resistance, both at the start and during movement of the truck springs, to allow smooth control of vertical motions. The amount of snubber friction is precalibrated to match any given spring group.

The design of the snubber mountings provides universal joint action to accommodate any change in angularity of the snubber due to relative movements between the spring plank and bolster. Rubber compression blocks hold the double-faced rockers in continuous solid contact with the snubber mounting brackets. By this means, any vertical movement of the bolster is controlled by the friction snubbers. Shocks are dissipated before they reach the truck bolster thus protecting car body and passengers or lading.





A device which punches holes in loose-leaf paper and simultaneously reinforces those holes was recently put on the market by the Stationers Supply Corporation, New York 5. The present model punches two holes

C. J. Geyer Outlines

Two Requisites For Better Maintenance

- ***Strong organization***
- ***Complete and detailed program***

Mr. Geyer

Two "fundamental principles that must be followed in maintaining our properties to the desired physical level and at the lowest possible cost" were enunciated by C. J. Geyer, vice-president, construction and maintenance, of the Chesapeake & Ohio, in a recent address at a meeting of the New England Railroad Club at Boston.

"The first of these two principles," said Mr. Geyer, "is to have a *strong organization.* This organization should be developed so that there will be available, to fill the maintenance officer positions, men qualified to plan and execute maintenance work and who have imagination. Also younger men must be available for promotion when needed to fill the higher positions as they become vacant.

"The problem of obtaining young men is particularly difficult during periods of war or preparation for war because the armed forces take into their ranks most of the desirable young men, leaving for our railroad service, to a large extent, only those who, for one cause or another, are not acceptable to the armed forces, and for similar reasons do not meet our own requirements.

"We need a fairly regular supply of young men brought into our organization each year. During a long period of emergency, such as we have been engaged in practically since 1940, there is created a gap of new recruits in our railroad forces, and eventually this necessitates filling the higher positions with men who are not as well qualified as would have been the case if we could have freely chosen our recruits during these years."

Advocates Annual Programming

Mr. Geyer's second principle is "the establishment of a *complete and detailed program* for the maintenance of the physical property during a given period of time. "This program," he explained, "should be formulated after field inspections and other studies have been made to determine the requirements, after which a budget should be set up for the expenditures necessary to progress the work of making the needed repairs as revealed through this inspection and study.

"For the greatest economy the program and budget must be put on an annual basis, preferably for the calendar year, as generally our maintenance work is at its lowest point during the winter months. I wish to make the particular point that maintenance work cannot be properly and economically performed on the basis of month-to-month allowances, with the allowance for each month being generally based on the expected gross earnings for the particular period.

"Traffic of a current period has only a slight effect on maintenance needs for that period. Traffic volume, management policies, and maintenance programs of past years are the governing factors in determining the physical condition of the plant today and the expenditures required in the years immediately ahead.

"An adequate program for maintaining the fixed properties involves a large amount of detail work. It is necessary: (1) to find out what is to be done; (2) to determine the time of year most favorable to perform each class of work; and (3) to order the materials and plan for the forces so that the men, tools and materials will be ready to start each job at the time scheduled."

Begin with Field Inspection

Preparatory to the formulation of the maintenance program for a particular year, Mr. Geyer suggested that a field inspection be made of the entire physical plant each fall.

The results of the inspection would be turned over to the engineering officer in charge of maintenance for the system for review and for use in compiling the annual budget.

"After the budget has received the required approval from the management," said Mr. Geyer, "the chief engineering officer should complete the detail program and order the materials necessary to carry out this program. In preparing a program, it is very desirable to set it up, as far as practicable, on the basis of working a uniform force throughout the year, instead of attempting to perform all of the work possible in the summer months and then cut the forces to a minimum in the winter months.

"In addition to the obvious economies that may be effected through annual programming, the physical plant of the railroad will eventually reach the ideal condition level. There is less cost in the maintenance and operation of a railroad at the desired condition level than if upkeep is carried out on a feast-and-famine basis.

"The units of property have a much longer life if each unit is carrying its share of the load. The operating department can set its schedules and move its trains with dependability on a properly maintained railroad. In my opinion, the cost of transportation cannot be at its lowest point on any railroad whose physical plant is at a low condition level. We also know that if we apply large amounts of materials in our maintenance work during a feast period, we will be forced to make similar heavy renewals in some period at the end of the life cycle. That future period may be one of the famine periods, in which event the railroad will be in serious difficulties."

ORGANIZATIONS

E. S. Taylor, engineer of signals of the Canadian Pacific at Montreal, has been elected chairman of the **Signal Section, Engineering Division,** of the **Association of American Railroads** for 1952. Other officers elected were: First vice-chairman, R. W. Troth, superintendent communications, and signals, St. Louis-San Francisco, Springfield, Mo.; and second vice-chairman W. N. Hartman, superintendent telegraph and signals, Chesapeake & Ohio, Richmond, Va.

L. West Shea of the Union Metal Manufacturing Company, Canton, Ohio, has been elected president of the **Material Handling Institute** for 1952. John C. Mevius of the American Engineering Company, Philadelphia, and H. M. Palmer of Lewis-Shepard Products, Inc., Watertown, Mass., have been elected first and second vice-presidents of the institute, respectively.

The 34th annual convention of the **Railway Tie Association** will be held at the Roosevelt Hotel, New Orleans, La., September 3-5, inclusive.

At the annual meeting of the **Eastern Car Foreman's Association,** on January 11, the following officers were elected for the ensuing year: President, George J. Flanagan, assistant superintendent equipment, New York Central, New York; first vice-president, Carl Dierks, assistant superintendent equipment, Delaware & Hudson, Albany, N. Y.; second vice-president, J. F. Swafford, general car inspector, Pennsylvania, New York; and secretary-treasurer, Wilson Dizard, American Car & Foundry Co., New York.

George Palma, general eastern passenger agent, St. Louis-San Francisco, was elected president of the **General Eastern Passenger Agents Association of New York,** at its 30th annual meeting on January 3. Other officers are: Vice-president, A. E. Spette, assistant general passenger agent, New York, New Haven & Hartford; treasurer, M. R. Kielgas, general eastern passenger agent, Chicago & North Western; secretary, W. F. Vitt, general agent, passenger department, Missouri Pacific; and assistant secretary, T. J. Glancy, general agent, passenger department, Chicago, Rock Island & Pacific.

James K. Knudson, defense transport administrator, will speak to the **Northwest Shippers Advisory Board** and the **Traffic Club of Minneapolis** at a joint luncheon to be held in connection with the board's 29th annual meeting on January 31. Both meeting and luncheon will be in the Nicollet Hotel.

The **Safety Section** of the **Association of American Railroads** will hold its 32nd annual meeting in the Hotel Statler, New York City, on June 3, 4 and 5.

The **Western Association of Railway Tax Commissioners** will hold its annual meeting in Chicago on February 12 in Room 14 of the Traffic Club of Chicago quarters in the Palmer House.

The 45th annual dinner of the **Traffic Club of Washington, D. C.,** will be held at the Statler Hotel in that city on February 6. The guest speaker will be Senator Bricker, Republican of Ohio, who is a member of the Senate committee on interstate and foreign commerce. Harold F. Hammond, manager of the Transportation and Communication Department, Chamber of Commerce of the United States, will be toastmaster.

SUPPLY TRADE

John H. Dingee, formerly advertising and sales promotion manager of **Henry Disston & Sons,** has been appointed sales manager of the power tool division, to succeed **William P. Gillespie,** who has been appointed sales manager of the hardware division. Before joining Disston in 1947 as sales promotion manager, Mr. Dingee was manager of advertising and public relations for the Keasbey & Mattison Co.

Motorola, Inc., has moved its communications and electronics division into new quarters adjacent to its main radio and television plant in Chicago.

Gerald Knox Swallow, who has been appointed sales manager of railroad products for the Continental-Diamond Fibre Company of Newark, Del., has been with the company since 1919. In his new position, he will head the firm's railway sales representatives and will be responsible for developing new railroad applications for fibre laminated and molded plastics, and Teflon insulating materials

Willard C. Shull, who has been appointed special assistant to the president of Gould-National Batteries, Inc., with headquarters at St. Paul. Mr. Schull has been assistant general sales manager, brand sales, for the past two years

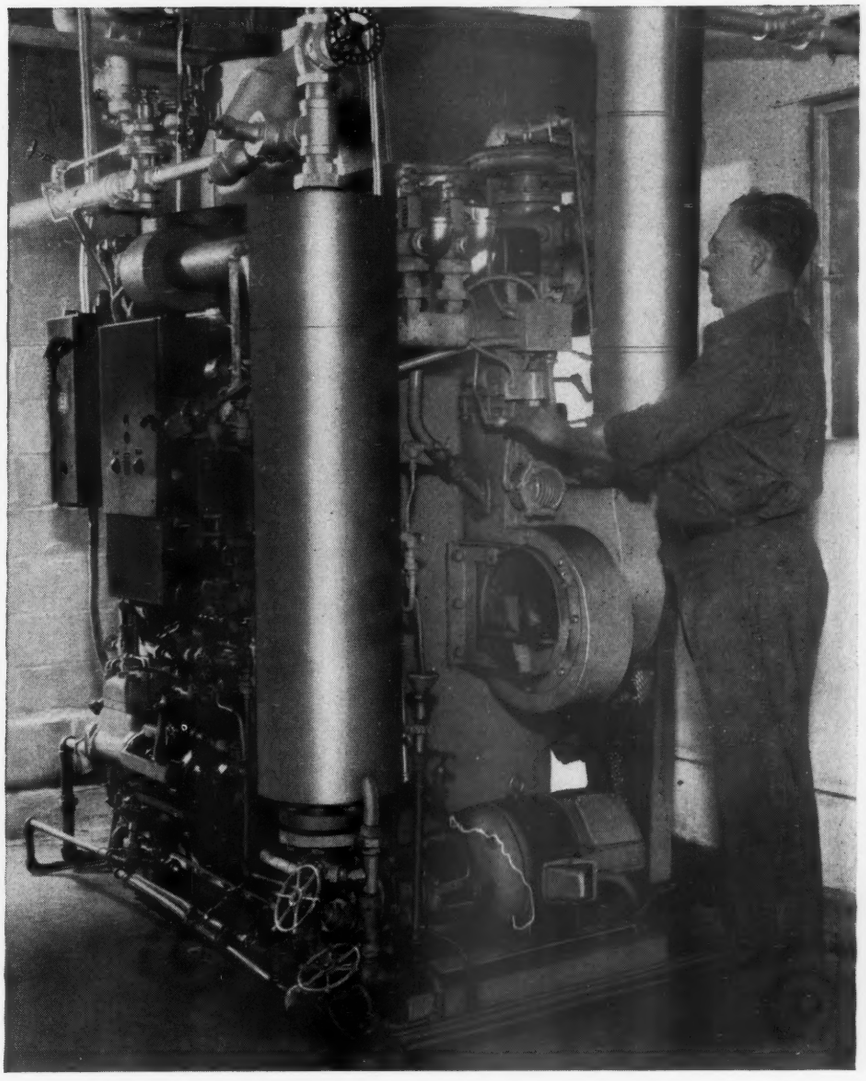
The new plant provides 200,000 sq. ft. of manufacturing and office space. Two-way mobile and fixed-station radio, microwave relay, carrier-control engineering, and production and sales activities of the communications and electronics division have been consolidated in the new plant.

Lewis J. Garday has been appointed chief engineer of diesel fuel injection equipment for the Scintilla Magneto division of the **Bendix Aviation Corporation,** Sidney, N. Y. Recently associated with Busch-Sulzer

Louis J. Garday

Bros., diesel engine division of the Nordberg Manufacturing Company, as consulting engineer on combustion and fuel injection problems. Mr. Garday was formerly chief engineer of the Aircraft & Diesel Equipment Corp. of Chicago.

The **Niles Tool Works Company,** division of the **Baldwin-Lima-Hamilton Corporation,** has appointed **D. C. Weiss** as sales representative in western Pennsylvania, eastern Ohio, and



Why not—

generate steam *where you use it?*

You buy a boiler 15 or 20 feet square (or more) and just as high, and chances are you don't have room to install it very near to the places — often widely separated — where steam is to be used. So what do you do? You install, insulate and maintain expensive steam lines from the place the steam is produced to its point of use and then you continue to pay for inevitable condensation losses which can only mean higher steam costs.

Why?

Well, for one reason — some situations may make that the only practical way to do the job. *But* — in a great many instances you'll make a big saving in time, space and money by selecting the Elesco Re-circulation Steam Generator — the unit that permits you to generate steam *where* you *use* it.

If you have a space 7 feet square and about that high, that's all you need to set up the Elesco Re-circulation Steam Generator. It's more than a "package" boiler — it's a complete steam plant including all controls and auxiliaries — a fully integrated unit — generating up to 6,000 pounds of steam per hour.

So — if you need steam . . . for continuous or intermittent load . . . for heating or power — or both . . . for a location in your plant not now served by your existing boiler plant . . . for an occasional demand which exceeds the capacity of present boilers — if you want any or all of these, plus the advantages of maximum output from minimum space, then your best bet is the Elesco Re-circulation Steam Generator. Don't buy any boiler in its capacity range until you investigate Elesco.

ELESCO

THE SUPERHEATER COMPANY, INC.

Division of COMBUSTION ENGINEERING-SUPERHEATER, INC.

200 MADISON AVE. NEW YORK

BANKERS BUILDING CHICAGO

For additional information, use postcard on pages 57, 58

West Virginia, with headquarters at Pittsburgh. Mr. Weiss formerly was at the Hamilton, Ohio, plant.

E. V. Rippingille, Jr., president and general manager of **General Motors Diesel, Ltd.,** London, Ont., has been loaned to the Canadian government as director of the Aircraft Division of Canada's Defense Production Department. Mr. Rippingille will continue as president of G.M.D., while **John W. Brophy,** formerly director of production control and purchasing, has been appointed acting general manager.

Thomas J. Watson, Jr., formerly executive vice-president of **International Business Machines Corporation,** has been elected president, to succeed **John G. Phillips,** who has been elected vice-chairman of the board and chairman of the executive and finance committees. **Thomas J. Watson, Sr.,** chairman of the board, will continue as chief executive officer.

Thomas J. Watson, Jr.

Thomas J. Watson, Jr., joined I.B.M. in October 1937, as a junior salesman in the New York office. From 1940 to 1945 he was in military service. In January 1946, after his return to I.B.M., he was appointed assistant to the executive vice-president and, in June of that year, was elected vice-president. He was elected a member of the board of directors in October 1946 and executive vice-president in September 1949.

The **General Railway Signal Company** has announced the appointment of **Charles E. Sampson** as assistant resident manager of its Chicago district office and the retirement, effective February 1, of **Henry Charles Ware,** sales engineer at that office.

Mr. Sampson began his career on the Alton (now Gulf, Mobile & Ohio), with which road he worked from 1916 to 1921, with the exception of a year's service in the United States Navy during World War I. He subsequently worked for the New York Central's signal department on construction and maintenance; as signal foreman for the Pierce Electric Company on electrification of the Illinois Central Chicago Terminal; as service engineer for the National Train Control Company, of San Francisco; for General Railway Signal in the installation of the interlocking plant at the Cleveland Union Terminal during 1929 and 1930; on signal maintenance and construction for the Toronto Terminal Railway from 1931 to 1936, and as representative for Handlan, Inc., of St. Louis in the Chicago territory from 1937 to 1942. In the latter year, he rejoined G.R.S. as service engineer for remotely controlled turret systems on B-29 Superfortresses and in 1945 was appointed sales engineer at Chicago, the position he held until his recent appointment.

Mr. Ware began his career in 1903 with the N.Y.C. and in 1905 joined the Long Island as a maintainer and inspector. In 1906 and 1907, he worked on construction with the Union Switch & Signal Co. and General Railway Signal and in 1908 returned to the N.Y.C. as an inspector. In 1911, Mr. Ware joined the Federal Signal Company; when this company was merged with General Railway Signal in 1924, he was appointed sales engineer, in which capacity he served until his retirement.

OBITUARY

H. Lee Sterry, executive assistant of the Carrier Corporation, was one of the 29 persons killed in the crash of an American Airlines plane in Elizabeth, N. J., on January 22.

Howard Mull, 63, vice-president in charge of sales of the Warren Tool Corporation, who died recently, began his business career in 1909 in the engineering department of the Cleveland, Cincinnati, Chicago & St. Louis, which he left in 1913 to join the Verona Tool Works at Chicago. From 1920 to 1922, he was manager of the railroad departments of the Reliance Manufacturing Company and the Warren Tool & Forge Co., leaving Reliance in the latter year to devote his full time to Warren Tool as vice-president in charge of railroad sales. When the company was reorganized as the Warren Tool Corporation, Mr. Mull was appointed sales manager. He had been vice-president in charge of sales since 1932.

Howard Mull

Kenneth Andrew, 68 assistant sales manager of the Baldwin-Lima-Hamilton Corporation, at Eddystone, Pa., died on January 21.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Canadian Pacific** has ordered 500 50-ton box cars from the Pullman-Standard Car Manufacturing Company for delivery during August and September.

The **Chicago & North Western** has ordered 300 70-ton ore cars from the Bethlehem Steel Company at an estimated cost of $1,905,000. Delivery is scheduled for the fourth quarter of 1952.

The **Escanaba & Lake Superior** has ordered ten 50-ton box cars from the Pullman-Standard Car Manufacturing Company at an estimated cost of $57,000. Delivery is expected next August.

The **Louisville & Nashville** has ordered 125 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company at an estimated cost of $900,000. Delivery is scheduled for the fourth quarter of 1952.

The **Minneapolis, St. Paul & Sault Ste. Marie** has ordered 400 50-ton box cars and 100 50-ton hopper cars from its own shops. Delivery will depend upon receipt of the necessary steel.

The **Nashville, Chattanooga & St. Louis** has ordered 25 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company. Delivery is expected during this year's fourth quarter.

The **Transportation Corps** has awarded contracts for construction of 89 railway kitchen troop-hospital cars, 100 flat cars, and 309 maintenance cars.

The St. Louis Car Company will build the 89 kitchen cars at $40,944 each. The cars will be standard gage, for domestic service, and delivery will be at the rate of five cars per week, beginning late in 1952.

The 100 flat cars will be constructed by the Thrall Car Manufacturing Company, Chicago, at $4,550 each. This group is part of an order of 717 standard-gage, 40-ton flats which the T.C. is acquiring for foreign service. The Pressed Steel Car Company will build

the other 617 cars. (*Railway Age*, January 21, page 52.)

Orders for the rail maintenance cars were divided between the Northwestern Motor Company, Eau Claire, Wis., and the Kalamazoo Manufacturing Company, Kalamazoo, Mich. The former will build 79 and the latter 230.

The **Union Pacific** is inquiring for 2,600 freight cars, as follows: 500 70-ton ore cars; 500 70-ton hopper cars; 500 70-ton flat-bottom fixed-end gondola cars; 500 50-ton 40½-ft. box cars; 500 50-ton 50½-ft. automobile box cars; and 100 70-ton mill-type drop-end 65½-ft. gondola cars.

PASSENGER CARS

Transportation Corps. — See Freight Cars.

LOCOMOTIVES

1951 Was Peak Year For Locomotive Installation

Class I railroads in 1951 installed more new locomotives than in any year since 1923, but at the same time retired more from service than ever before, the Association of American Railroads said last week.

Despite the record installations, there were 4.4 per cent fewer locomotives in service on January 1, 1952, than one year earlier. Average tractive power, however, was 4.8 per cent greater because the new locomotives were more powerful, the A.A.R. said.

New locomotives placed in service in 1951 totaled 2,558, of which 2,537 were diesel-electric, 18 steam and three electric. Retirements during the year totaled 4,137, including 4,083 steam, 41 diesel-electric and 13 electric locotives.

Class I roads on January 1, 1952, still had 1,739 new locomotives on order—the largest number awaiting delivery on January 1 of any year on record. This backlog consisted of 1,719 diesel-electrics, 19 steam and one electric locomotive.

There were 34,217 locomotives on all Class I lines on January 1 this year, the A.A.R. reported. This compares with 35,796 on January 1 a year ago. Meanwhile, total locomotive ownership at the beginning of 1952 was 7,235 less than at the time of Pearl Harbor in 1941.

Of the total number of locomotives installed in 1951, 192 were placed in service in December. At the beginning of 1951, the locomotive order backlog was 1,644, of which 1,624 were diesel-electric, 16 steam and four electric locomotives.

The **Central of Brazil** has ordered 48 1,600-hp. diesel-electric road locomotive units from the Montreal Locomotive Works at an approximate cost of $8,500,000. Delivery will begin in the last half of 1952 and be completed in 1953. The locomotives will have a continuous maximum speed of 65 m.p.h. Traction trucks will be 1.6 meters for the C. of B.'s broad-gage track. The builder has undertaken to bring 10 Brazilian railroad men to Canada and the United States for eight weeks training in operation and maintenance.

The **Erie** has ordered 42 diesel-electric locomotive units, as follows: From the Baldwin-Lima-Hamilton Corporation — 10 1,200-hp. yard switchers; from the American Locomotive-General Electric Companies — 10 1,600-hp. road-switchers for freight service, six 1,600-hp. road-switchers for passenger and freight service, and two 1,000-hp. yard switchers; from the Electro-Motive Division of General Motors Corporation — 12 1,500-hp. road-switchers for freight service and two 1,500-hp. road-switchers for passenger and freight service. Six of the Baldwin units are scheduled for delivery in April and four in May, while eight of the 1,600-hp. road-switchers for freight service ordered from Alco-G.E. are scheduled for delivery in August. All other units are to be delivered in the first quarter of 1953.

Authorization for purchase of these locomotives was reported in *Railway Age*, December 24, 1951, page 44. Their total cost is expected to exceed $6,000,000, which has been described as the Erie's "last big bite toward complete dieselization." Delivery of these units will eliminate all steam service on the Erie, except for some short-haul commuter trains in northern New Jersey. The ten units ordered from Baldwin-Lima-Hamilton are those previously reported on page 206 of the January 14 *Railway Age*.

SIGNALING

The American Locomotive Company has placed an order with the Union Switch & Signal Division of Westinghouse Air Brake Company for two sets of intermittent inductive train stop equipment to be installed on diesel-electric locomotives which are being built for the **Pittsburgh & Lake Erie.**

The **Erie** has ordered from the Union Switch & Signal Division of the Westinghouse Air Brake Company material to consolidate at Leavittsburg, Ohio, control of the existing Pymatuning, Pa.-Leavittsburg and Transfer-Sharpsville, Pa., traffic control installations. The Transfer-Sharpsville control machine, now at Pymatuning, will be moved to Leavittsburg, where it will be combined with the Pymatuning-Leavittsburg machine. A mechanical interlocking at Pymatuning will be converted to power operation and will also be controlled from the consolidated machine at Leavillsburg. In addition to material required for the machine changes, the order includes code equipment, style H searchlight signals, M-3 electric switch machines, relays and transformers. Field installation will be handled by railroad forces.

The **New Orleans Union Passenger Terminal** has ordered equipment from the General Railway Signal Company for installation of an NX electric interlocking at New Orleans. Five remote locations will also be controlled from the same control machine.

The **New York, New Haven & Hartford** has placed an order with the Union Switch & Signal Division of Westinghouse Air Brake Company for the necessary material to install an interlocking at Canton Junction, Mass. In addition to the Style B-30 control machine, which will be installed at Canton Junction, the order includes Style M-3 electric switch machines, relays, rectifiers, etc. Field installation work will be handled by railroad construction forces.

The **Canadian National** has ordered equipment from the General Railway Signal Company for installation of unit-wire relay interlockings at Portage La Prairie, Man., and of an absolute permissive block system between Ashcroft, B. C., and Spence's Bridge.

The **New York Central** has ordered equipment from the General Railway Signal Company for installation of a relay interlocking at Lyons, N. Y. The control machine at Lyons will also have panels for remote control of Lyons, N. Y., North Port Byron, and Lyons Junction, using Syncrostep. Also included in this order are two remote control locations using Syncrostep at Belle Isle, N. Y., and Thompson, controlled respectively from Syracuse Junction and Geneva.

CAR SERVICE

I.C.C. Service Order No. 873 has been modified by Amendment No. 2, which set back the expiration date from January 15 to July 15. The order makes Richard H. Lambertson the commission agent with authority to control movement of tank cars.

ABANDONMENTS

Application has been filed with the I.C.C. by:

ATLANTIC COAST LINE.—To abandon a 39.6-mile branch from Washington, N. C., to Vandemere.

BLACK MOUNTAIN.—To abandon its entire line, 10.7 miles, from Kona, N. C., to Burnsville. The line has operated at a loss, and would require more than $1 million for rehabilitation over the next five years, the application said.

DENVER & INTERMOUNTAIN.—To abandon its rail line between Denver, Colo., and Golden, 21.2 miles. The application said the electric rail line is unprofitable, and that other service is available between the two cities.

RIO GRANDE SOUTHERN.—To abandon its entire narrow-gage line, from Ridgway, Colo., to Durango, approximately 162.6 miles. The R.G.S. has been in receivership since December 16, 1929, and filing of the present abandonment application was authorized and directed by the court. During the entire receivership, as

well as for several years prior to that time, operation of the line has resulted in a deficit. The road has paid below standard wage rates, and in recent years has collected an extra surcharge on freight. Since current operations are resulting in an out-of-pocket deficit of $8,000 a month, the line is confronted with an "immediate emergency." Its operating cash amounted to only $46,822 as of last December 15. The narrow-gage line was originally constructed in 1891.

SOUTHERN.—To abandon operations over a 9.8-mile segment of the Transylvania, from a point near Rosman, N. C., to Lake Toxaway. The latter road seeks authority to abandon the line. There is no longer a public need for the segment, the joint application said.

SPRINGFIELD TERMINAL.—To abandon its entire line and operations, including trackage rights over a 2.7-mile segment of the Gulf, Mobile & Ohio. The Springfield (Ill.) line has 1.4 miles of main track, together with 3.7 miles of yard track and sidings. The S.T. said in its application that its facilities are no longer required.

UNION PACIFIC.—To abandon operation over the Fairfield branch of the Los Angeles & Salt Lake, from Cutler, Utah, to Five Mile Pass, 23.6 miles. The L.A.&S.L. is asking for authority to abandon the line itself. Two industries which produced most of the branch's traffic recently purchased their own motor trucks.

WYOMING.—To abandon its entire line, from Buffalo, Wyo., to Clearmont, 28.6 mi. The application said the applicant is "completely defunct, out of operation, and wholly without means of reestablishment."

Division 4 of the I.C.C. has **authorized:**

CHICAGO, BURLINGTON & QUINCY.—To abandon 17.7 miles of branch line, between Oquawka, Ill., and Arpee. Division 4 found the line no longer required as a transportation facility; and it noted the railroad's claim of losses from operating the branch.

DENVER & RIO GRANDE WESTERN.—To abandon about 2,979 feet of its Capers branch in Pueblo county, Colo.

NEW YORK CENTRAL.—To abandon a branch from Limerick, N.Y., to Cape Vincent, 15.7 miles. Several groups protested the abandonment proposal, but the road contended it is operating the line at a loss, with no prospect for improvement.

FINANCIAL

Atlantic Coast Line. — *Relief from Competitive Bidding Requirement.* —This road has been granted relief from competitive bidding requirements in connection with its proposed $22,388,000 issue of new bonds. Actual issuance of the bonds, designated as general mortgage, series B, is still subject to I.C.C. approval. Meanwhile, the road is negotiating with life insurance companies and expects to sell the entire issue to them. The road said the market for railroad bonds is "uncertain," hence the request for an exemption from competitive bidding. Proceeds from sale of these bonds, when issued and sold, would be used to retire A.C.L. first consolidated mortgage bonds, due July 1, 1952. A story in *Railway Age* January 7, page 70, said the Coast Line had already asked authority to issue and sell these bonds, but, as indicated above, the application only sought relief on competitive bidding.

Great Northern.—*Stock Option Plan Approved.*—At a special meeting in St. Paul on January 17, stockholders of the Great Northern authorized establishment of a stock option plan to be participated in by company officers and key employees as an incentive measure (*Railway Age,* December 24, page 46). Under the plan, the company's capital stock may be optioned from time to time to the participants at full market value at the date an option is granted. A maximum of 10 years from that date is provided for exercise of the option.

Illinois Central. — *Air Rights Sale: Correction.* — In reporting the Illinois Central's sale of 143,000 sq. ft. of air rights over Chicago terminal trackage to the Prudential Insurance Company (*Railway Age*, January 14, page 234), it was incorrectly stated that the insurance company had also acquired from the Michigan Central 16 acres of adjoining land. The land in question was purchased by the I.C. — not the insurance company — and included 11 acres north and five acres south of Randolph street. The land south of Randolph street is restricted to railroad use by the terms of a perpetual easement. A portion of the Prudential building site was included in the land thus acquired by the I.C. The surface rights of most of the 16 acres have been leased back to the M.C. for continued use for terminal and storage trackage.

Lehigh Valley.—*New Director.*—Henry Platt Bristol, chairman of the Bristol-Myers Company, has been elected to this road's board of directors.

Long Island.—*Reorganization.*—Parties in this case have been asked to file briefs on or before February 12, stating their views on the reorganization plan proposed by the Pennsylvania, the American Contract & Trust Co., and the debtor.

The I.C.C. wants arguments submitted on whether the proposed plan is "primie facie impracticable," and whether it should be assigned for public hearings. The commission said some doubt exists as to whether the plan is practical, and settlement of this question before hearings will save time. The reorganization plan was outlined in *Railway Age* November 26, 1951, pages 58-60.

Compensation payable to the law firm of Shearman & Sterling & Wright, as counsel for the trustee, has been fixed at $90,000 for the period up to December 4, 1951. Previously, the I.C.C. has authorized payment of $27,500, but the firm asked for reconsideration in view of its having performed unusual services in settling accident claims and in rate matters. The firm served as counsel during the time William H. Draper, Jr., was trustee, and resigned December 4, 1951.

New York, Susquehanna & Western. — *Reorganization.* — The I.C.C. has certified to the reorganization court the results of security-holder voting on the reorganization plan for this road. According to the certification, a substantial majority of those casting ballots favored the plan. Seven groups of security holders were eligible to vote.

New Securities

Division 4 of the I.C.C. has **authorized:**

OAKLAND TERMINAL.—To issue two unsecured non-interest bearing 10-year promissory notes, of $200,000 each. This terminal company is owned jointly by the Atchison, Topeka & Santa Fe and the Western Pacific, and the two notes will go to these roads as evidence of cash advances made in 1951. This cash was used by the terminal company to purchase the Yerba Buena yard at Oakland, Cal.

SOUTHERN PACIFIC.—To assume liability for $8,170,000 of series HH equipment trust certificates, to finance in part 38 diesel-electric locomotives and 740 freight cars. Estimated total cost of the equipment is $12,262,408 (*Railway Age*, January 7, page 70). Division 4 approved sale of the certificates for 99.012 with interest at 2¾ per cent—the bid of Halsey, Stuart & Co. and three associates—which will make the average annual cost of the proceeds to the road approximately 2.98 per cent. The certificates, dated January 1, 1952, will mature in 10 annual installments of $817,000 each, beginning January 1, 1953. They were reoffered to the public at prices yielding from 2.25 to 3 per cent, according to maturity.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5.

Income Bonds. January 7.

Railroad Review and Supplement. December 28.

Fahnestock & Co., 65 Broadway, New York 6.

Stock Market Outlook. Weekly Review, December 31.

Denver & Rio Grande Western R.R. Co. Weekly Review, January 7.

H. Hentz & Co., 60 Beaver st., New York 4.

Annual Review and Forecast. January 1952.

Rail Dividend Payments Rising. January 21.

Smith, Barney & Co., 14 Wall st., New York 5.

Railroad Bond Exchange Suggestions. Railroad Bulletins No. 79 and 80. January 21.

Vilas & Hickey, 49 Wall st., New York 5.

Railroad Outlook for 1952. January 15.

St. Louis-San Francisco Railway General Mortgage Income 4½s 2022. December 24.

J. R. Williston & Co., 115 Broadway, New York 6.

1952 Outlook Favorable for Rails. January 7.

Dividends Declared

ATLANTIC COAST LINE.—$1.25, payable March 12 to holders of record February 13.

GREAT NORTHERN.—non-cumulative preferred, $1, payable March 20 to holders of record February 20.

LOUISVILLE, HENDERSON & ST. LOUIS.—common, $4, semiannual; 5% non-cumulative preferred, $2.50, semiannual; both payable February 15 to holders of record February 1.

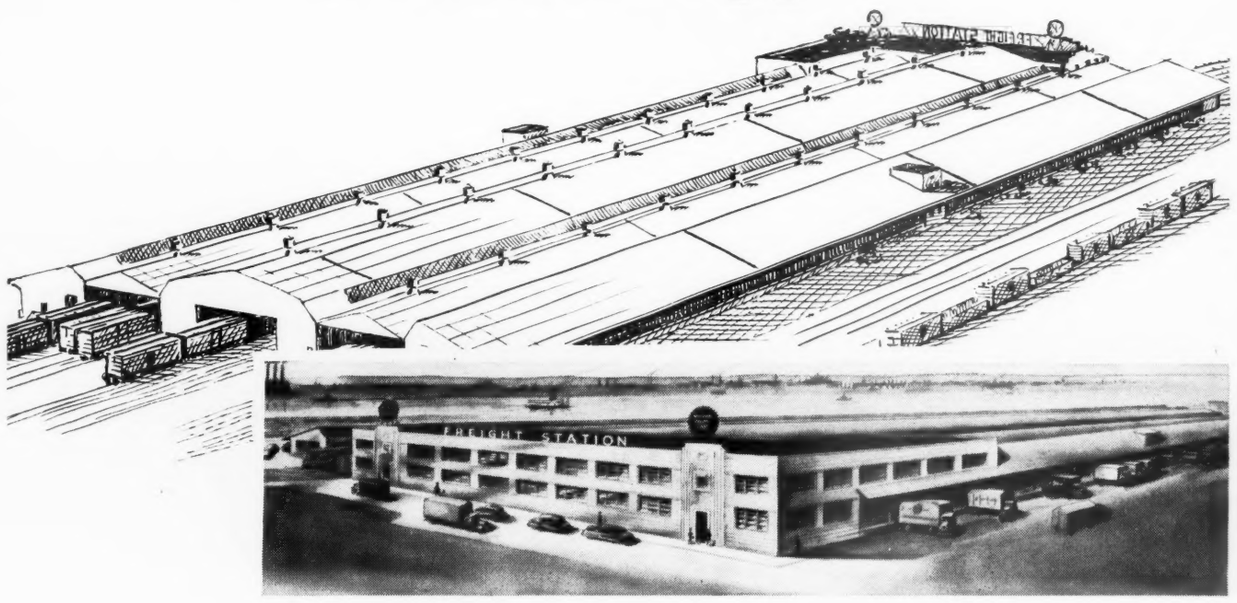
LOUISVILLE & NASHVILLE.—$1, quarterly, payable March 12 to holders of record February 1.

NEW YORK, CHICAGO & ST. LOUIS.—common, 50¢, quarterly; 6% preferred A, $1.50, quarterly;

MO-PAC

OPENS NEW TERMINAL

to Serve Shippers



ST. LOUIS . . . gateway to the great West-Southwest . . . is the site of our spacious, new freight station. Covering three city blocks, the terminal is designed for the highly efficient handling of less-than-carload shipments. Its 12 enclosed tracks accommodate 180 cars.

With its completion, all of MISSOURI PACIFIC's St. Louis Gateway freight station operations are concentrated at one location, pickup and delivery services simplified, time-consuming station to station transfers eliminated, and possibility of damage to freight in transit materially reduced.

The completion of the terminal marks one more milestone in MO-PAC's continuing program to bring ever better service to its patrons.

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1851
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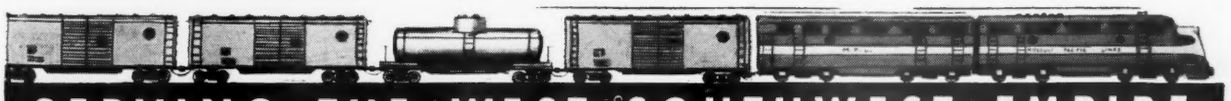
SECOND CENTURY
OF SERVICE
1952



SERVING THE WEST-SOUTHWEST EMPIRE

For additional information, use postcard on pages 57, 58

both payable April 1 to holders of record February 29.

NORTH CAROLINA.—7% guaranteed, $3.50, semiannual, payable February 1 and August 1 to holders of record January 21 and July 21.

NORTHERN OF NEW HAMPSHIRE.—$1.50, quarterly, payable January 31 to holders of record January 17.

RUTLAND & WHITEHALL.—$1, quarterly, payable February 15 to holders of record February 1.

WESTERN PACIFIC.—75¢, quarterly, payable February 15 to holders of record February 1.

Security Price Averages

	Jan. 22	Prev. Week	Last Year
Average price of 20 representative railway stocks	57.41	55.11	57.29
Average price of 20 representative railway bonds	91.45	91.13	99.56

CONSTRUCTION

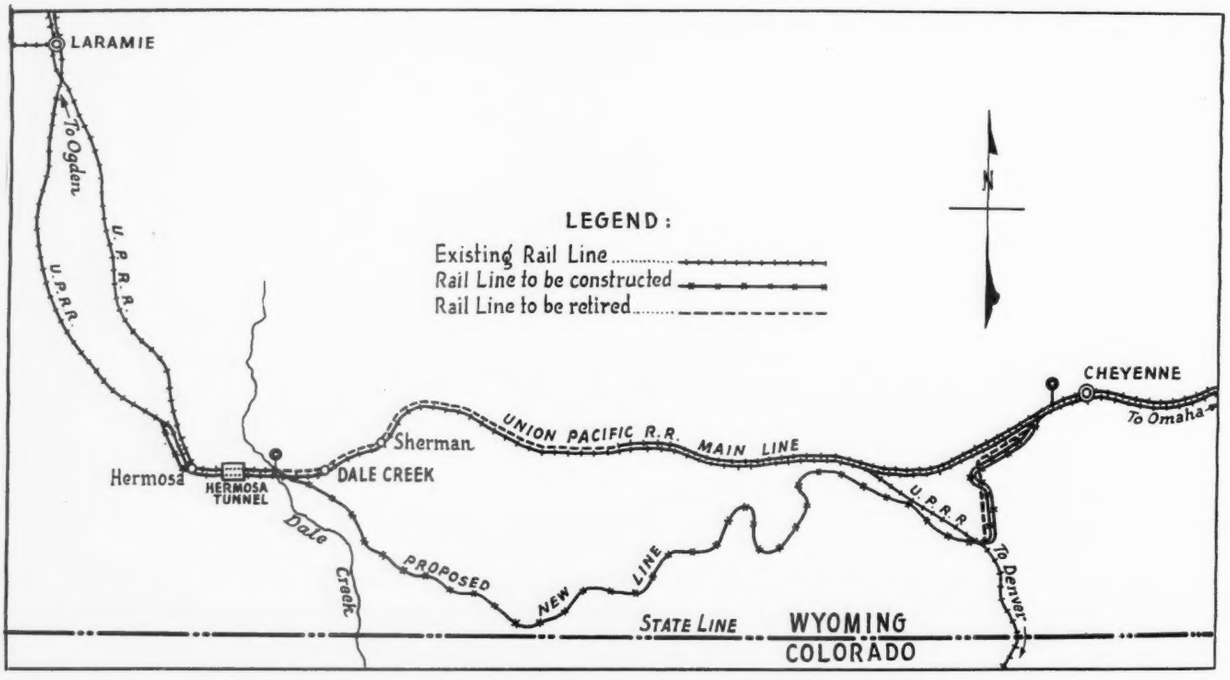
Contract Awarded for Venezuelan Ore Railroad

A contract has been awarded to Constructora Bechtel, S. A., to act as general contractor for construction of the Orinoco Mining Company's Cerro Bolivar iron ore mining project in the state of Bolivar, Venezuela, according to a January 14 announcement by Mack C. Lake, president of Orinoco Mining, a United States Steel Corporation subsidiary.

Constructora Bechtel, S. A., an affiliate of Bechtel Corporation, will supervise, direct and engineer work in Venezuela which will include construction of mine facilities, a 90-mile railroad and highway, and port and ore loading facilities, including power plants, material handling machinery, housing, water supply and sewer systems. Some of these facilities will be built by Venezuelan contractors.

A contract has been awarded to Mor-

(Continued on page 59)

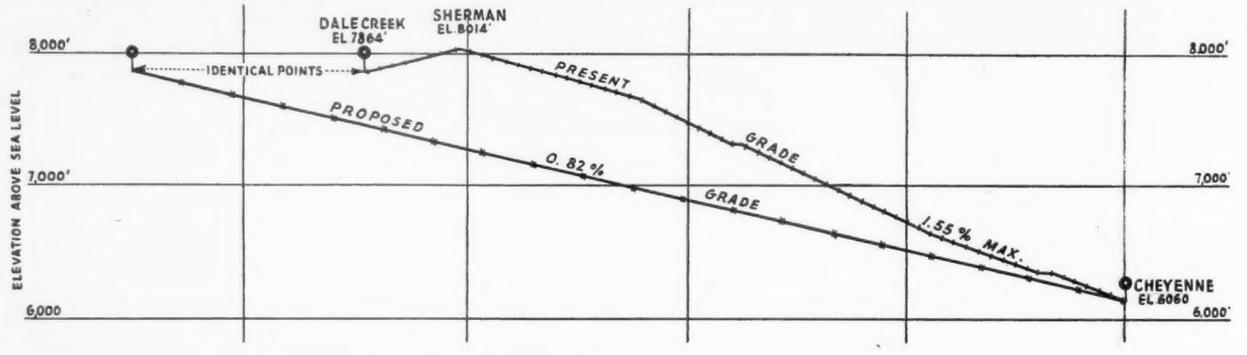


A MAJOR LINE CHANGE FOR THE U.P.

A NEW 42-MI. LINE, by-passing the Union Pacific's present double-track main line over Sherman hill west of Cheyenne, Wyo., will be constructed in 1952 at a cost estimated at $16 million. Though nine miles longer than the present route, the new line will reduce the maximum grade between Cheyenne and Dale Creek from 1.55 per cent to 0.82 per cent—taking much of the "sting" out of the westbound ascent of 8,014-ft. Sherman hill, the highest point on the U.P. system. According to plans, eastbound (descending) trains will continue to use the present, shorter route which will be partially converted to single-track operation. Only that portion of the new line used by Denver trains will be double tracked.

The project also calls for installation of remote control of all junction switches, small-angle turnouts at all switches and color-light signals installed and spaced to accommodate ultimate installation of centralized traffic control. Two large fills —each 150 feet high—will be required on the new line. Grading to be handled under a contract awarded to the Morrison-Knudsen Construction Company, of Boise, Idaho, will begin as early as conditions permit. Track, signal and communication facilities will be installed by company forces. The entire project—the U.P.'s largest line change since the driving of the golden spike 82 years ago—will be under the supervision of W. C. Perkins, chief engineer, who explained that the road now has the volume of traffic and the necessary heavy equipment to build the line.

When the line was first laid over Sherman hill in 1868, the builders simply chose the easiest route over the summit, Mr. Perkins said.



(Continued from page 56)

rison Knudsen de Venezuela, an affiliate of Morrison-Knudsen Company of Boise, Idaho, to construct the 90-mile standard-gage railroad from Puerto Ordaz on the Orinoco river to the Cerro Bolivar mine. Morrison-Knudsen's contract also includes construction of the highway between these terminals.

Construction will proceed at once in the expectation that shipments of iron ore will begin to move in 1954.

A map showing the proposed development was published in *Railway Age* April 1, 1950, page 64.

Canadian National.—To provide space for track extensions at its Central station in Montreal, the Canadian National has begun demolition of its old Tunnel station. The station was opened for traffic as part of the Mount Royal tunnel project of the Canadian Northern — a predecessor of the Canadian National — on October 21, 1918. It was intended as a temporary structure, but was continued in use for commuter and Laurentian trains until July 1942, when the Canadian National opened its present Central station. Since then the Tunnel station has housed Canadian National Express offices.

Chesapeake & Ohio.—Contracts (some of which are only for portions of projects—see below), have been awarded, at the indicated probable costs, too: The Sutton Company, Radford, Va., for tracklaying in an additional car storage yard at Newport News ($309,000); Albergo Engineering, Chicago, for yard grading, drainage and tracklaying at Griffith, Ind. ($113,828), and for similar work on industry tracks, also at Griffith ($24,818); Armco Drainage & Metal Products, Inc., Middletown, Ohio, for furnishing and erecting a metal shop building at Columbus, Ohio ($10,267), and for a similar building to replace a frame structure at Charlottesville, Va. ($4,586); and to the Barnes Constructing Company, Grand Rapids, Mich., for a communications tower at Wyoming, Mich. ($32,700).

These projects have been authorized, at the indicated probable costs: Additional yard tracks and signal facilities ($411,000), and industry tracks ($62,000), both at Griffith, Ind.; additional 600-car storage yard at Newport News ($319,000); installation of a talk-back loudspeaker system in yard at Peach Creek, W. Va. ($60,000); installation of metal tunnel liner in 22-ft. arch culvert at Stevens, Ky. ($53,000); conversion of building for use as car repair shop, and installation of track and truckways, at Peru, Ind. ($42,000); diesel servicing facilities at Strathmore, Va. ($40,000); and installation of drinking and boiler water supply facilities for docking ships at Presque Isle, Ohio ($21,000).

National of Mexico.—Mexico plans to speed up construction of the Durango-Mazatlán railroad this year with an investment of 62,000,000 pesos (about $7,175,880) which has been appropriated by the Department of Communications for this purpose. Last year the government invested only 8,000,000 pesos (about $925,620) for preliminary work on the road. This year engineers will concentrate on construction of the mountainous section, which poses the greatest engineering problems and will require considerable blasting.

The road is essential to the economy of the entire area between Durango and the west coast port of Mazatlán and will permit movement of farm and industrial products from central Mexican states to the Pacific coast for export. In the past, railroad communication between Durango and Mazatlán required several days of travel.

The government is also surveying the needs of the recently purchased Southern Pacific of Mexico (*Railway Age*, December 31, 1951, page 57). It is planned to connect the new railroad and the S.P. somewhere near Mazatlán, in the state of Sinaloa.

Three shifts, including day and night workers, are stepping up construction of the large Valley of Mexico rail terminal (*Railway Age*, October 7, 1950, page 90), to have it ready for operation by mid-year, according to an announcement by Manuel R. Palacios, general manager of the National of Mexico. The terminal, going up at the cost of 100,000,000 pesos ($11,574,060) will serve to alleviate the current freight bottleneck because it will have facilities to unload freight cars rapidly, with huge warehouses absorbing freight and releasing rolling stock immediately. The problem of sufficient rolling stock has been an acute one for over a year.

Unofficial estimates place losses of the government-owned railroad at 2,000,000 pesos daily ($231,480) because of lack of rolling stock which is held up at freight terminals throughout the country due to freight unloading delays, with freight cars being used as temporary warehouses.

The new freight terminal is centrally located in Mexico City's industrial area so that transportation costs will be lowered, Mr. Palacios said. When it is completed, present terminal facilities will be removed, allowing further growth within the city itself, and most railroad crossings will be removed, reducing traffic bottlenecks.

Illustrating current demands for freight cars, Mr. Palacios revealed that a normal day's car demands call for almost 6,500 units. It is not unusual to have as high as 8,000 cars paralyzed at freight terminals with some 2,000 having overlapped normal stay for unloading purposes.

RAILWAY OFFICERS

EXECUTIVE

J. E. Goodwin, vice-president of the CHICAGO & NORTH WESTERN, has been appointed vice-president in charge of operations. **R. O. Small,** assistant vice-president in charge of traffic, has been named vice-president, rates and

J. E. Goodwin

divisions. **L. B. Kendall,** general manager, has been appointed assistant vice-president—operation. Mr. Goodwin succeeds **C. H. Longman,** who has retired after nearly 45 years of service.

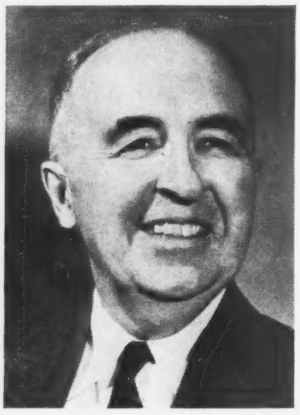
Mr. Goodwin has been in railroad service since 1918, beginning as a machinist apprentice on the Santa Fe, where he served until 1922, when he joined the Missouri Pacific as machinist. In 1927 he became enginehouse foreman, and subsequently served as erecting foreman, schedule supervisor, production engineer and general fore-

R. O. Small

man. In 1939 he was promoted to acting shop superintendent, and in 1941 became master mechanic of the International-Great Northern. He returned to the M.P. as mechanical superintendent the following year. In 1943 he came to the C. & N. W. as assistant chief mechanical officer, becoming chief mechanical officer in 1945 and vice-president in 1948.

Mr. Small started with the North

Western in 1910 as a stenographer. In subsequent years he served as chief clerk, and later traveling agent at several points. In 1920 he was promoted to general agent and in 1929 became general freight agent. He was appointed freight traffic manager at Chicago in 1938. In 1941, he was appointed traffic manager, rates and divisions, becoming general freight traffic manager in 1947. In 1950 he was appointed assistant vice-president in charge of traffic.



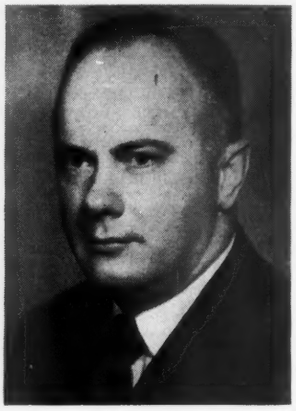
L. B. Kendall

Mr. Kendall first came to the North Western in 1910 as a telegrapher, later serving as trainmaster, train dispatcher, and chief train dispatcher. He was subsequently assistant superintendent at Winona, Minn., and in 1937 became superintendent telegraph at Chicago. He served as division superintendent at several points from 1939 to 1943, and in April 1943 was named acting assistant general manager, becoming assistant general manager, Eastern district, in October. In 1946 he was appointed assistant to vice-president in charge if operation, becoming general manager in 1948.

C. H. Longman

Mr. Longman has spent his entire railroad career with the C.&N.W., first coming to the railway in 1907 as a yard clerk. In subsequent years he served as locomotive fireman and engineman, trainmaster, road foreman of engines, and supervisor of safety, becoming assistant to general manager in 1934 and assistant general manager in 1937. In 1940 he was appointed assistant to chief operating officer and in 1946 was promoted to general manager. He became vice-president in charge of operations in 1948.

James R. Thorne has been appointed assistant to president of the SEABOARD AIR LINE at Norfolk, Va. Mr. Thorne entered the service of the Seaboard on March 3, 1926, as secretary to the superintendent at Arcadia, Fla. After serving in various clerical capacities at Jacksonville and Savannah, Mr. Thorne became, successively, yardmaster at Montgomery, Ala., terminal trainmaster at Richmond, Va., trainmaster there, assistant superintendent at Tampa, Fla., and assistant chief of personnel at Norfolk. From November 1943 to May 1946 he was



James R. Thorne

with the United States Army, 722nd Railway Operating Battalion, attaining the rank of major. Mr. Thorne returned to the Seaboard as assistant superintendent at Jacksonville in August 1946 and six months later was promoted to assistant general manager at Norfolk. He became assistant vice-president for operations on December 5, 1950, and in August 1951 was appointed acting assistant to president, which appointment has now been made permanent.

FINANCIAL, LEGAL & ACCOUNTING

Howard L. Porter, assistant to comptroller of the NEW YORK CENTRAL SYSTEM, has been appointed an assistant comptroller at New York. Mr. Porter was born at Momence, Ill., on July 25, 1900, and joined the N.Y.C. on November 2, 1920, as a teller at the Cleveland freight office. In 1923 he was transferred to the general auditor's office at Detroit and in 1926 was promoted to cashier in the Detroit stock yards. He became superintendent of the Detroit stock yards in 1937, special accountant in the office of the comptroller at New York in 1943, and assistant to the comptroller in 1949.

OPERATING

William E. Dillard, superintendent of the Columbus division of the CENTRAL OF GEORGIA at Columbus, Ga., has been promoted to the newly created post of general superintendent at Macon, Ga. **Ralph E. Sease,** termi-

William E. Dillard

nal trainmaster at Atlanta, succeeds Mr. Dillard as superintendent at Columbus. Mr. Dillard was born at Buena Vista, Ga., on February 13, 1898, and entered the service of the C. of G. in May 1915 as ticket clerk at Ellaville, Ga., subsequently serving as telegraph operator and agent. He became trainmaster at Cedartown on May 15, 1939, and was appointed superintendent of the Columbus division on March 1, 1942.

R. D. Fretwell, superintendent of the Northern division of the KANSAS CITY SOUTHERN, has been appointed superintendent of the LOUISIANA & ARKANSAS, at Shreveport, La. (*Railway*

R. D. Fretwell

Age December 10.) He succeeds **Russell Norwood,** who has retired.

Mr. Fretwell's entire railroad career has been with the K. C. S., starting in 1914 as telegraph operator and agent.

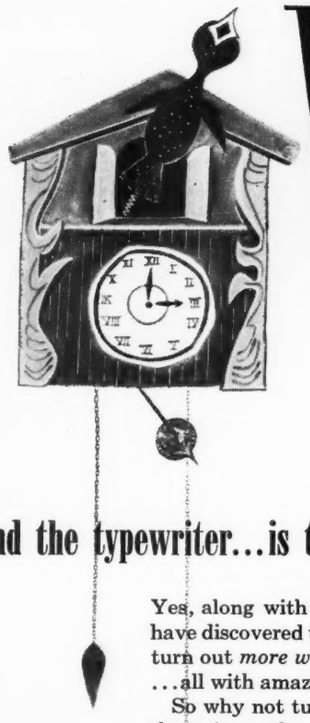
He became chief dispatcher's clerk and train dispatcher in 1916 and chief train dispatcher in 1917, leaving for the Army in 1918. He returned to the railroad in 1919 as chief train dispatcher, and served in that capacity until 1943, when he again went into the army as major, assigned as assistant general superintendent and executive officer, 708th Railway Grand Division, overseas. Upon return to civilian life in 1945, he was appointed superintendent of the K. C. S.'s Northern division.

Mr. Norwood started with the L. & A. in 1903 as locomotive fireman, and served as clerk in numerous offices before being promoted to chief clerk, maintenance of way and structures department, in 1913. He became transportation accountant in 1918, and was promoted successively to chief clerk to general superintendent; chief clerk to general manager; and chief clerk to vice-president and general manager. In 1924 he became special representative to vice-president and general manager, and from 1929 to 1932 was assistant to assistant to senior vice-president. Mr. Norwood was appointed trainmaster at Minden, La., in 1932, being transferred to Baton Rouge in 1940. He was promoted to superintendent in 1944.

TRAFFIC

William Jardine, general agent of the SOUTHERN at Philadelphia, has been promoted to assistant general western freight agent at Chicago, succeeding **Patrick H. McWhorter,** who has been appointed assistant freight traffic manager at Louisville, Ky. **John E. Lacock,** commercial agent, has been promoted to division freight and passenger agent, with headquarters as before at Louisville. **Reuben E. Toombs, Jr.,** commercial agent, has been promoted to district freight agent, with headquarters as before at Chicago, succeeding **W. W. Haverly,** who has been appointed division and passenger agent at Lexington, Ky. **John A. Rush,** district freight agent, has been promoted to general agent, freight and passenger departments, at Cleveland, succeeding **Harris L. Bondurant,** who has been transferred to Philadelphia to replace Mr. Jardine. **John H. Blair,** commercial agent, has been promoted to district freight agent, succeeding Mr. Rush. **Cecil B. Pate,** commercial agent at Cordele, Ga., has been appointed district freight agent at Brunswick, suceeding **Herman L. Parkerson,** who has been transferred to Atlanta, Ga. **William H. Haverly,** district freight agent at Chicago, has been appointed division freight and passenger agent at Lexington, succeeding **E. B. Ditto,** who has retired after more than 47 years of service.

Wayne C. Fletcher, executive director of the Resources and Development Commission of Arkansas, has been appointed industrial commissioner of the Chesapeake district of the CHES-



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APEAKE & OHIO at Huntington, W. Va., effective February 1.

Samuel H. Lloyd has been appointed general agent of the ILLINOIS TERMINAL at Atlanta, Ga.

Herbert C. Well, division freight agent of the ERIE at Elmira, N. Y., has been advanced to assistant general freight agent at Chicago. **Charles P. Bell,** commercial agent at Jersey City, N. J., has been appointed division freight agent at Rochester, N. Y., succeeding **Harold J. Spindler,** who replaces Mr. Well at Elmira. **Edward R. Burton,** commerce agent at Chicago, has been appointed chief of the tariff bureau there.

L. B. Williams, general eastern agent of the QUANAH, ACME & PACIFIC, at Pittsburgh, retired on December 31. The New York office of this road has been moved to 3802 Woolworth building, 233 Broadway.

P. C. Alford, assistant general freight agent of the CLINCHFIELD, has been appointed general freight agent, with headquarters as before at Erwin, Tenn., succeeding **C. W. Walker,** who retired on January 1, at his own request, after 37 years of service.

G. L. Schwab has been appointed general agent of the CHICAGO GREAT WESTERN at Detroit. He succeeds **R. J. Williams,** who has resigned.

Franklyn Royce, traveling freight and passenger agent of the PENNSYLVANIA, at Seattle, has been promoted to district freight agent at Davenport, Iowa, succeeding **Fred J. Fogle,** retired.

E. L. Weaver has been appointed western traffic manager—sales and service of the PITTSBURGH & WEST VIRGINIA, in Chicago. The position is a newly created one; the position of general western agent has been abolished. **R. E. Manning** has been appointed to the newly created position of general agent at Chicago.

The ATCHISON, TOPEKA & SANTA FE has announced the following appointments in its traffic department: **Frank H. Smith,** division freight agent at Fresno, Cal., transferred to San Francisco, with the same title; **Thomas C. Osborn,** division freight and passenger agent at Stockton, Cal., to succeed Mr. Smith; **E. J. Oslund,** general agent at Portland, Ore., to succeed Mr. Osborn; **Frank L. George,** assistant division freight agent at San Francisco, to succeed Mr. Oslund; **Charles M. James,** traveling freight agent at San Francisco, named assistant division freight agent at the same location; **F. M. Robinson** appointed general agent of the Santa Fe refrigerator department, at Topeka, Kan.; **H. A. Silva** appointed general agent of the same department at Los Angeles, succeeding **W. F. Kearns,** assigned to other duties; and **Chester M. Warfel** appointed general baggage, express and mail agent, also at Los Angeles, to succeed **Roland D. Taylor,** retired. **Edward J. Piatt,** division freight agent at San Francisco, has retired after 39 years of service, and **Perry E. Taylor,** general industrial agent, has retired after 46 years.

E. A. Martin, general agent for the CHICAGO, BURLINGTON & QUINCY at Sioux City, Iowa, has been appointed division freight and passenger agent at Billings, Mont. He succeeds **Paul C. Jordan,** who has been promoted to assistant general livestock agent at Denver. **Frank A. Jenner** has been appointed general agent at Sioux City, succeeding Mr. Martin.

D. H. Haynie has been appointed general agent of the MISSOURI PACIFIC at El Dorado, Ark., succeeding **B. S. Betts,** deceased.

Louis G. Halleck has been appointed assistant general freight agent of the FORT DODGE, DES MOINES & SOUTHERN, at Chicago, succeeding **J. J. Anderson,** recalled to military service. Mr. Halleck is former manager, travel bureau, National Trailways Bus Association, at Chicago.

Don E. Fuller has been appointed western traffic manager of the QUANAH, ACME & PACIFIC, with headquarters at Los Angeles; **James V. McEntee** has been appointed general northern agent at Chicago; **Richard E. Morey** has been appointed general agent at Pittsburgh, and **C. W. Musson** has been named general agent at Detroit.

W. R. St. John, assistant general freight agent of the DELAWARE & HUDSON, has been appointed general freight agent in charge of rates, tariffs and divisions, with headquarters as before at Albany, N. Y., succeeding **C. S. Hallenbeck,** who will retire on February 1, after 49 years of service with this road. **W. J. Beal** has been appointed assistant general freight agent. The position of chief of tariff bureau at Albany, formerly held by Mr. Beal, has been abolished. **Fred Sorbe,** general agent, freight department, at Pittsburgh, has been appointed general freight agent (solicitation) at Albany, succeeding **J. A. Flanders,** who will retire on February 1, after 39 years of service with this road. **D. E. Wilkinson,** commercial agent at Chicago, has been appointed general agent, freight department, at San Francisco, succeeding **G. C. Seaman,** who has been transferred to Pittsburgh, to replace Mr. Sorbe.

The MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE has announced the following retirements and appointments at Minneapolis: **Ernest F. Rice,** freight traffic manager—rates and divisions, retired and succeeded by **G. K. Reid,** assistant freight traffic manager; **H. J. McKenna** appointed to succeed Mr. Reid; **K. J. Sherwood,** assistant general freight agent, appointed general freight agent—rates and divisions, succeeding Mr. McKenna; **J. C. Webber** appointed assistant to vice-president—traffic; **W. J. Adelmann** appointed assistant general freight agent—commerce; **R. F. Ronnan** appointed assistant general freight agent—sales and service, and **Claude O. Ebling** appointed general agricultural agent, the position of agricultural agent being abolished. **John Holloway** has been appointed general agent at Edmonton, Alta., succeeding **Ernest Jacquest,** who has been appointed general agent at Vancouver, B. C. **Burton Hermanson** has been appointed district freight agent at Sault Ste. Marie, Mich., the position of division freight agent being abolished. **H. D. Burton** has been appointed passenger agent at Winnipeg, and **J. W. O'Gara** has been appointed general agent at Chicago. **George M. Thompson,** assistant freight traffic manager at Menasha, Wis., has retired.

Mr. Rice started railroad work in 1901 in the car service department of the Great Northern. Since 1902 he has been with the Soo Line, serving in the freight claim and accounting departments until 1905, and with the freight traffic department since that time.

Mr. Thompson started his railroad career with the Wisconsin Central as agent at Hewitt, Wis., in 1900. He served in this capacity at a number of points until 1925, when he joined the Soo Line as general agent. In 1930 he was appointed division freight agent at Menasha, and in 1935 was named assistant freight traffic manager at the same point.

Sketches of Mr. Reid and Mr. McKenna appeared in *Railway Age*, January 22, 1951.

P. B. Leggett, commercial agent of the SEABOARD AIR LINE at Jacksonville, Fla., has been appointed district freight agent at Orlando, Fla., succeeding **J. P. Roberts,** who was recently appointed perishable diversion agent at Savannah, Ga.

MECHANICAL

L. L. Luthey has been appointed master mechanic of the Gulf division of the GULF, COLORADO & SANTA FE, at Galveston, Tex., succeeding **D. J. Everett,** transferred to Albuquerque, N. M.

Harold D. McConahy, division car foreman of the ERIE, at Meadville, Pa., has been transferred in the same capacity to Marion, Ohio. He succeeds **Raymond Knorr,** retired.

M. H. Crandall has been appointed assistant diesel supervisor of the CHICAGO & NORTH WESTERN, with headquarters at Council Bluffs, Iowa.

Francis D. Henry, night general foreman of the Buffalo (N.Y.) shops of the NEW YORK CENTRAL, has been granted a leave of absence to accept

appointment as mechanical engineer for the Japan Logistical Command, Yokohama. The command is engaged in extensive railway rehabilitation.

ENGINEERING AND SIGNALING

As reported in *Railway Age*, January 14, **James J. Coakley** has been appointed signal engineer of the CENTRAL OF NEW JERSEY at Jersey City. Mr. Coakley will be in charge of design, installation and maintenance of signals and interlockings for the entire system. He also will have jurisdiction over the road's telephone, radio and intercommunication facilities. Mr. Coakley was born at Elizabeth, N. J., 45 years ago and was graduated from Newark College of Engineering (B.S. in E.E.). He

James J. Coakley

entered the service of the C.N.J. as an assistant signalman and served successively as draftsman, chief draftsman, circuit engineer and leading circuit engineer prior to becoming assistant signal engineer on September 1, 1947 Before joining the C.N.J. he had worked for the Weston Electrical Instrument Company, of Newark, the Diehl Electric & Manufacturing Co., of Elizabeth, and the American Safety Signal Company.

M. S. Reid has been appointed division engineer, Madison division, of the CHICAGO & NORTH WESTERN, succeeding **Leo C. Smith,** retired after 47 years of service.

M. E. Koenig has been appointed division engineer, Western division, of the CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA, at St. Paul.

Benjamin P. Collins, acting track supervisor of the NEW YORK, NEW HAVEN & HARTFORD, has been appointed assistant chief engineer of the RUTLAND at Rutland, Vt.

H. A. Hunt, special assistant engineer of the SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA, has been appointed division engineer, with headquarters at San Antonio, Tex. **R. G. Schultz** has been appointed special assistant engineer, succeeding Mr. Hunt. **J. F. Scheumack** has been appointed bridge engineer and inspector, with headquarters at Houston. **M. F. Shane** has been named to the newly created position of assistant engineer, water and fuel service, at Houston.

Claude F. Brooks, office engineer of the NEW YORK CENTRAL, has been appointed assistant signal engineer, Lines West of Buffalo, with headquarters as before at Cleveland, succeeding **H. D. Abernethy,** who retired on December 31, 1951, after 34 years of service with the N.Y.C. at Cleveland. **Sanford H. Keyes,** superintendent of freight service at New York, has been appointed to the new position of research engineer in the office of Vice-President B. S. Voorhees.

J. D. Free has been appointed division engineer of the Southern division of the ATLANTIC COAST LINE at Jacksonvill, Fla.

SPECIAL

G. E. Payne, system publicity representative of the PENNSYLVANIA, has been promoted to manager of publicity, with headquarters as before at Philadelphia. In addition to supervising the publicity department, Mr. Payne will be responsible for contacts and relations between the railroad and the editorial staffs of all newspaper, radio, television and newsreel companies. Regional publicity offices at Chicago, Pittsburgh, Philadelphia and New York

G. E. Payne

are a part of the road's publicity organization. Mr. Payne was born in Baltimore and joined the Pennsylvania at Philadelphia in 1916 as a stenogrpher in the office of the superintendent of passenger transportation. He was transferred to the publicity department in 1920 and became assistant to the manager of publicity in 1930. He later served as regional publicity representative at Pittsburgh for two years, returning to Philadelphia in 1934 as system publicity representative.

E. W. Hobbs has been appointed superintendent of safety of the MISSOURI PACIFIC, with headquarters at St. Louis, succeeding **W. H. Bailey,** who has been appointed superintendent of the Omaha and Northern Kansas divisions.

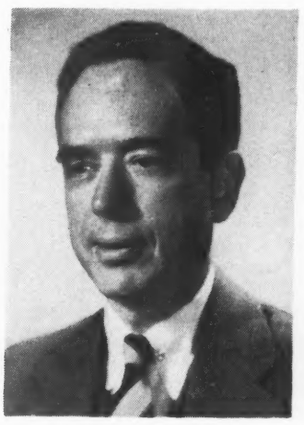
John T. Williamson, director of personnel of the CHICAGO, BURLINGTON & QUINCY, has retired after nearly 52 years of service. **Donald Ashton,** executive assistant (public relations), has retired after 15 years of service.

Fred F. Costello has been appointed public relations representative of the Pere Marquette district of the CHESAPEAKE & OHIO at Detroit. For the past five years Mr. Costello has been on the press relations and advertising staff of the C.&O. at Cleveland.

Arthur L. Walton, chief material inspector of the Eastern lines of the CANADIAN NATIONAL, has been appointed chief material inspector for the system with headquarters as before at Montreal.

John K. Murphy has been appointed supervisor of community relations of the PENNSYLVANIA.

Mr. Murphy was born at Eufaula, Ala., and went into newspaper work after attending the University of Alabama. He became an editor and writer for the Associated Press at New York; then joined Cowles Magazines, Inc., as



John K. Murphy

copy chief and member of the editorial board of Look Magazine in 1943. Later he was managing editor of Cowles' picture book division. Since 1947 Mr. Murphy has been engaged in public relations work with the Fred Eldean Organization and, until January 1, 1952, with Pendray & Co.

OBITUARY

Thomas F. Sheridan, 61, who was president of the Railway Club of Pittsburgh in 1944-45, died on December 23, 1951, at Montefiore Hospital, Pittsburgh. At the time of his death Mr. Sheridan was chief clerk to the superintendent of equipment of the PITTSBURGH & LAKE ERIE.

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